The Sailorman

A periodical Journal published by *The Polynesian Catamaran Association*

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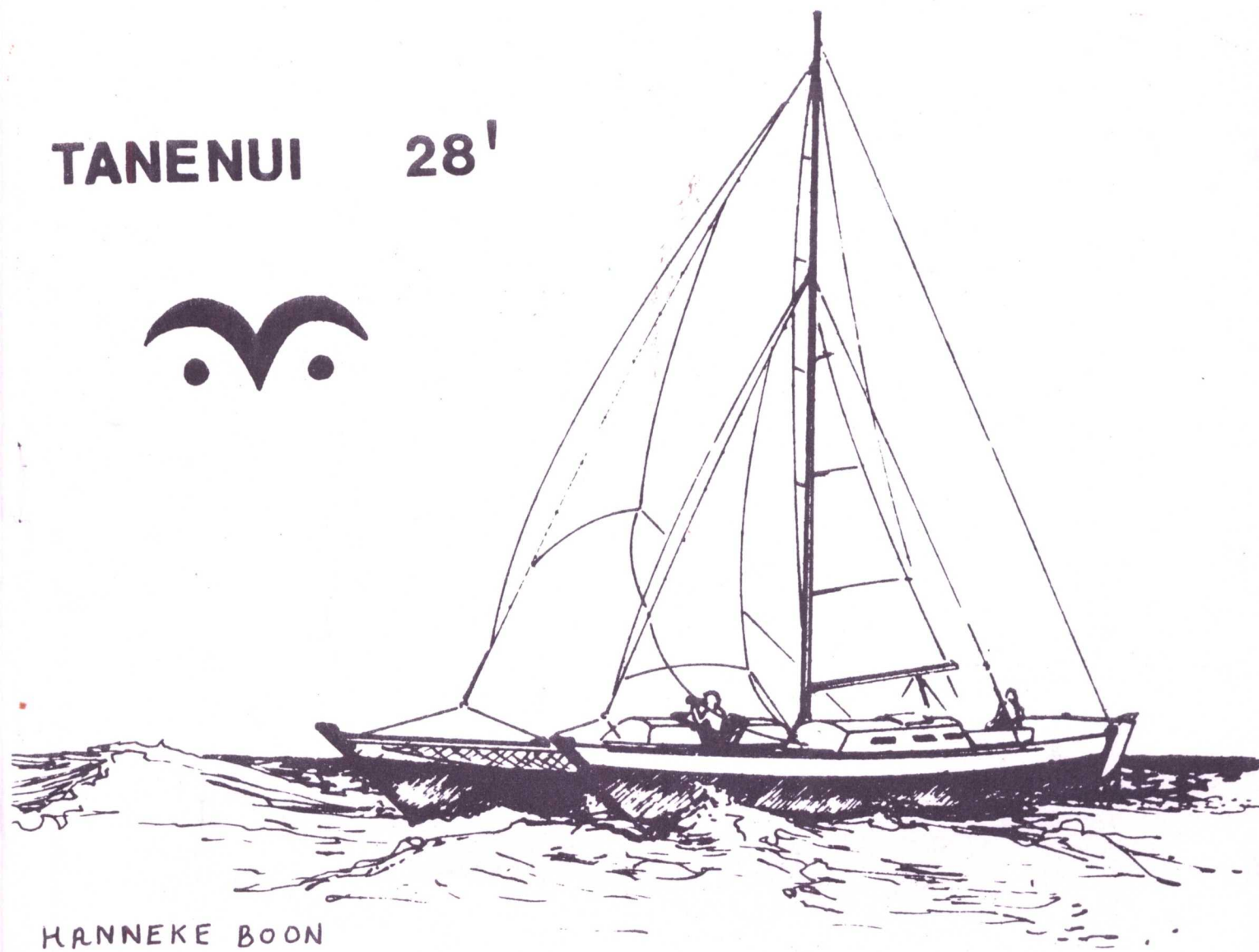
C O N T E N T S

Editorial
Jim's Column
Hammer, Nails and
a bit of Glue
Association News
Summer 1973 Meeting
Wind and Sail
Bosun's Locker
Who Needs Food?



EDITORIAL

Membership of the Association increases year by year. We have now 435 paid up members, this is double what it was only two years ago. We can consider ourselves beyond dispute the largest single class multihull association in the World. This, whilst giving us considerable status, carries with it responsibilities; not only for your Committee but for you as an individual member as well.

Your responsibilities are to build a boat as well as you possibily can and to learn and practice seamanship. Seamanship is the art of not being in the wrong place in the first place and being able to get out of it in the second. Seamanship means ensuring that your gear and tackle is in good working order and knowing how to use it and when. Today far too many people concentrate their attention on navigation and pilotage to the exclusion of seamanship.

The sea contains relatively few navigational hazards and these generally are near the shore. There is also a widespread misuse of radio weather forecasts. The only way to handle your boat is as if you did not have access to forecasts, this would make us all think twice before anchoring either in an open position or too close to other craft, or in shoal water. This last point leads directly to the dangers of making improper use of our shallow draft. We must, unless we take extreme care, treat our boats as if they were keel boats. It is the hammering on hard sand (and there is no other sort) which damages our fixtures and fittings. Beam bolts snap in half, the bolt holes through the beams are enlarged allowing excessive movement. Do not dry out unless you have good reason for doing so, to save using the dinghy to get ashore is not a good enough reason. Drying moorings should be over soft mud.

The Summer Meeting at Portland showed us how cruising multihulls should be handled and equipped. The minimum safety equipment is buoyancy aids for all crew members, safety harnesses for those on watch, distress flares (and white flares) fire extinguishers in each hull, and gas tight compartments for stowage of petrol and propane/butane gas with drainage over board.

The present committee have been in office for a few years now and we hope that there will be nominations for new officers this year. We need a new Hon. Treasurer anyway, as Joan cannot handle this job together with doing most of the work on "The Sailorman", and I need her for work on our NARAI. See you all at the A.G.M.

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JIM'S COLUMN

Throughout the summer the Longhouse and Sandy Haven have been hives of activity. Tehini was raised on blocks and the beams taken off. New sails were ordered with a host of other gear for an extended cruise, and by the latter part of June she was well on the way to being finished.

In July, she took part in the Crystal Trophy Race from Cowes, round Bembridge Ledge Buoy, Cherbourg No.1. Buoy, Wolf Rock and to Plymouth. The race, for the first three days, was a drifting match with little or no wind, company being kept at every mark with the French Proa rigged catamaran. From Bembridge Ledge across the Channel, we had a couple of hours reasonable wind when we achieved speeds of 12 knots. Monday morning early saw us at anchor in 40 fathoms off the Eddystone Light awaiting a fair tide and wind and by late Monday night we were off the Lizard, heading west and giving battle to the small coasters going the wrong way in the lanes. They can be quite worrying as they approach and I recommend an Aldis lamp to first light up your own sails and then if that fails to light up their bridge. By midday Tuesday, we were off Land's End and making for the Wolf Rock, again in almost calm conditions though a force 5 N.W. had been forecast for some considerable time. The keepers of the Wolf Rock must have thought us a latter day invasion of Hengist and Horsa mob as we approached with everything up from the big black and red squaresail to the odd pair of frillies. Jim then said he would get wind, the navigator had so far failed in his ruses of whistling, sticking knives in masts, burning joss sticks and even doing a wind dance to a Scottish reel. The Girls were summoned and told to box the compass which they did up for'd, with the even widening eyes of the navigator and sailing master. About an hour later wind came, and it was force 5 to 6. Jim's reply was, "well, if you were the wind wouldn't you nip down fairly sharpish and have a look at a boat with four girls boxing the compass up for'd...."

The next four hours were exhiliarating. Tehini was doing a good 12 knots and going up to 15, under all plain sail and we covered forty three miles in just under four hours. Alas, just outside Plymouth we came up on the French Proa, who had streaked ahead but had broken one of her rudders and we stood by her. It was then agreed that we should finish and then go back out and tow her in. By the time we were on our way out again, it was dark and we did not see her come in, so spent some pretty fruitless hours with a very tired crew searching for her. As a result of all this, and a time allowance for standing by the Proa, we were given third place.

Tehini then went back to Milford and the final preparations for the extended cruise were thencompleted. The waterline was raised some three inches for the additional stores, and Hannes did a stirling job of painting all the tins for identification. By September 9th, Tehini and her crew were all mustered and correct and she set off just after the Round the World Fleet from Portsmouth.

Date Sept.	Wind	Daily Mileage	Daily Average	Remarks
8-9th	SE2-3	105	4½ knots	
9-10th	SE2-3 ENE-2 NE -1	85	3½ knots	
10-11th	ENE-4	172	7 knots	Reached 16 knots before dropping squaresail
11-12th	ESE-6	136	5¾ knots	
12-13th	S 6-8	110	4¾ knots	Very heavy cross seas. Drove ship hard.
13-14th	SE7-8	90	4 knots	Probably strained beam mountings before reducing sail.

JIM'S COLUMN contd.

Date Sept.	Wind	Daily Mileage	Daily Average	Remarks
14-15th	SE6-8			Noticed 2 of the beam mountings working loose as strengthened sheer stringer through bolts were omitted. Decision to make for coast 200 miles away
15-17th	SE8-7			

17th September at 7am we tied up in Coruna.

Tehini was sailing 45° to 50° off the apparent wind, reaching 8-9 knots on the 12th September. The seas were really vicious for the depression was sending waves in all directions, creating the famous "Biscay Sea".

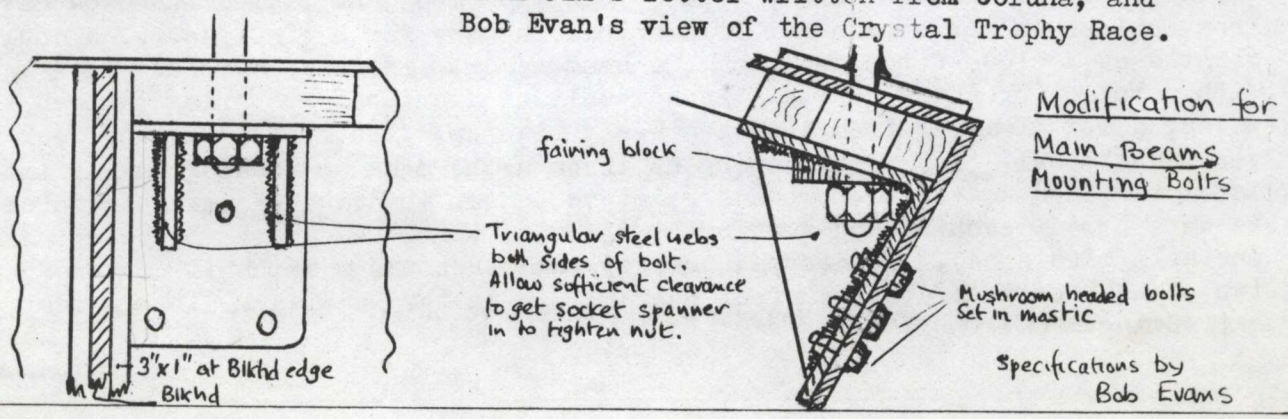
As Tehini was overloaded, the lee hull took a hammering, for it did not lift fast enough to avoid the jar of the seas as they passed under the weather h ull. We held on far longer than we should have done. On the 14th September, we observed that the beam bolt fastenings on the forward beam of the lee hull were becoming loose - IF WE HAD FOLLOWED THE PLANS,THIS WOULD MOST LIKELY NOT HAVE HAPPENED - as the strengthed sheer strings in the hull through which the beam bolts are fixed, are show bolted to the side of the ship. Tehini had never been fitted with these bolts. If the wind had gone N.W. on 16th September, we would have sailed on to Lisbon, but the fresh Southerly gale forced us to take it on the quarter and brought us closer to North Spain. The gale merged into a force 6-7, which allowed us to point 50° off the wind and make our way into Coruna.

Tehini, carrying food and water for 7 people for 70 days, was extremely heavily loaded. Sailing her at 8-9 knots to windward in the heavy Biscay seas was a severe test, and showed a further improvement which could be made in the Tehini hull design.

On the plans, note the many shelves and seats giving strength to the sides in the centre third of the hull. The cabins on either side of the centre sections only have the bunk and bunk supports to stiffen the sides. Stress moves from the strongly supported centre section to the more flexibly-sided bunk cabins, which "pant". Therefore, in addition to putting the bolts through the hull sides and strengthened sheer stringers as show on the plans, we are fixing steel brackets on the inside to take the strain of the beam bolts, and making book shelves 6" wide on both sides of each bunk cabin, similar in construction to the centre section shelves.

In addition to boat problems, we had sickness too ! Bob and Jim had diarrhoea for the last two days at sea, Nu had stomach cramps and when we arrived here, Jim was very ill with diarrhoea and stomach cramps (obviously due to something in the British food supplies !)

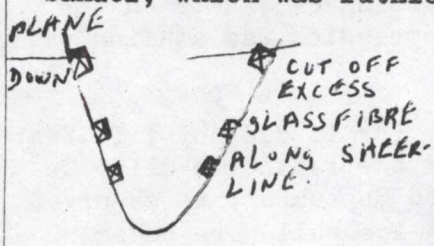
From Jim's letter written from Coruna, and Bob Evan's view of the Crystal Trophy Race.


Modification for Main Beams Mounting Bolts
fairing block
Triangular steel webs both sides of bolt. Allow sufficient clearance to get socket spanner in to tighten nut.
Mushroom headed bolts set in mastic
3"x1" at Bkhd edge
Bkhd
Specifications by Bob Evans

HAMMER? NAILS and a bit of Glue

Fitting out and sailing a GRP Hinemoa - Richard Bumpus

About March 1972, I ordered from Bromley Boats a Hinemoa kit, that I had seen advertised in Practical Boat Owner. I have been interested in Polycats for several years and at last the opportunity to realise an ambition arose. I paid £595 for the kit and £68 for the sails by Jeckells. When the boat kit arrived in October 1972, the biggest job I had was to cut 2-3inches of glassfibre off above the sheer line. This was rather tedious as the blade I was using on the Wolf power saw needed sharpening twice. I thought about tungsten tipped blades, but these were two expensive. Possibly a cutting stone as used in the building trade would have been cheaper. There is a stringer of approximately 2" x 1" moulded into the hull along the sheer, the top of which I levelled off with a power sander, which was ruthlessley effective.



I worked mainly at weekends with the odd evening here and there. The hulls remained outside all winter, where I gradually built them up. All the plywood I used was exterior grade. When I originally put the ply decks on I simply slapped on three coats of varnish. I did not use a thinned coat first. During the early summer with warm sun and rain, the quickly and badly applied varnish peeled off. So I had to sand down using a Black and Decker. From bare wood I built up successive coats using two thined coats first, it is now wearing well. In order to make the deck water-tight at the edges and also to stop delamination of the plywood, I put glass tape along the edge of the deck and down over the edge of the glass hull.

Eventually the boat was launched at the end of July 73, with a champagne party. I decided to try the sprit-sail rig primarily because it was something different to the very common bermudan rig. The mainsail provides a lot of drive off the wind and works very reasonably to windward. The cat does suffer in light airs to windward however, more sail and a longer luff on both sails would help. When the wind pipes up, however, it is reassuring to have a low rig with good power in it. The spritsail has much to commend it for cruising. The first sail we had aboard "Surfsong" was when we went on holiday for two weeks, down the Firth of Clyde, around the Isle of Arran and up and down Loch Fyne. With a boat of "Surfsong's" size we could slip into all sorts of nooks and crannies - places keel boats would never know. On one occasion off Ardrishaig at the lower end of the Crinan Canal, a 21' Pandora Class sloop was sailing the same windward course on a windy day with a short choppy head sea. It appears they were having a hard time making headway. So they dropped their sails and motored. "Surfsong" with a well raked stem and flared hulls with narrow water lines had no trouble in getting along. Pandora was unable to motor as fast as we could sail until the wind dropped a bit. I gave them a friendly wave, but got no reply. We heard later, indirectly, that they were fed up because we could sail so fast with a sprit rig to windward and they were having trouble. We sailed everywhere as we had no engine. In light winds we just had to be patient. Anyway we were on holiday. At Lamlash on Arran, we met 'Genesis' the junk rigged Tangoroa cat. From Lamlash we set course for Toward Point up the Firth of Clyde. The course started as a close fetch and became a beam reach. The seas were about 3' high with a lot of breaking crests. As a result of "Surfsong" powering through these waves, a lot of water from the bows was thrown up. The slatted bridge deck was very functional. Any water coming up through the deck or landing on it, immediately drained away. From Toward Point to Dunoon the wind had reached force 6. We were broad reaching and surfing at the same time. We seemed to be going at one hell of a speed. We dropped the jib, and then under mainsail only we passed two ocean racers of about 30 foot overall, going the same way. It was most satisfying.

Fitting out and sailing GRP Hinemoa "Surfsong"contd....

You may be interested to know that we took a dog on holiday with us. Doubtless many others do this, but I had never considered the possibility until a few days previously. Our third crew member was called Brodie - a labrador cross, known for his madness in trying to play ducks by trying to stand on his head with his behind in the air! He proved a good sailor, as did Jeannie for whom this was the first big venture on a boat. The faster we sailed, the broader became her grin. As long as Brodie was taken ashore before we sailed and after we anchored, there was no problem with regard to fouling the boat. This could be different on a voyage of several days. When sailing we kept him in the cabin and he was happy to curl up in a sleeping bag. One occasion saw him fall overboard when at anchor. He went over the port side and swam round the stern to the dinghy which he tried to climb into. In a semi-naked state (changing out of wet clothes) I dragged him aboard. He's a real sea-dog!

All in all, we have had great fun with "Surfsong" and look forward to the future. I would like to re-state what has been said hundreds of times before, that is; 'the concept of the design of Polynesian catamarans is that of rugged-seaworthy boats, being capable of making fast passages'.

Larry and Ellyn Stevens building NARAI in backyard, Vero Beach Florida. U.S.A.

My wife Ellyn and I are building a Narai in our backyard. We started construction about the middle of August and at this time (October 2nd) we have one hull planked and two layers of the outer keel left to put on. We are hoping to turn the hull over and begin work on the interior shortly. There is only room under our shelter for one hull at a time so we intend to finish this one before beginning the second. Our shelter consists of a large sheet of plastic laid over ropes strung between four trees at the corners. Our first attempt was nearly flat but we get a lot of rain and it would gather and sag between the ropes so we rebuilt it with a rope supported ridge down the centre and quite a steep pitch which is much more satisfactory.

We are using the West (Wood Epoxy Saturation Technique) system developed by the Gougeon Bros, of Bay Cith Mich. and are very pleased with results so far. This system involves the use of one epoxy resin combined with one of two different hardeners and various fillers to perform a great many different tasks. It is designed to be used for glue and also as a sheathing technique without the necessity of using glass or other cloth. The hull is coated both inside and out in order to completely seal the wood and prevent rot and also provide a durable surface. Other applications with the addition of various fillers are limited only by your imagination. Members interested in this system ca n obtain the WEST manual by sending $1 to the Gougeon Bros, 706 Martin St, Bay City, mich 48706. If this sounds like an advertisement, all I can say is I'm really pleased with the stuff.

I was interested to read in the last "Sailorman" of capsizing Surfcats. We have a Surfcat that I built last summer and have sailed a great deal since. I tipped it over a couple of times when conditions didn't seem to be very bad so I cut the tillers off enough so I can sit on the very back edge of the deck which helped a great deal. I have also found that by raking the mast back a little more I can keep the lee bow from burying but it does seem to make tacking a bit more difficult. We have not yet decided which rig to use on our Narai and we would be very interested to hear what some of the members have to say about them, particularly about the efficiency and ease of handling of both the bermudan ketch and the Polynesian spritsail ketch.

Why a TANE ?

by John Clark

One might well ask why a Wharram? At this point I would be most interested to hear if there is a common factor in our choice, unrelated to current boatbuilding costs. I guess it really started at the Boat Show when I was dragged screaming and protesting off the Contessa stand, cheque book in hand prepared for a 2½ year delivery delay. I couldn't afford to race a Contessa 32 and that sort of cash tied up in what amounted to a weekend jolly boat with one holiday cruise a year was unreal. Having spent several seasons offshore both with EAORC and RORC, it meant that twin bilgers, "Squibs with Lids" and other day-boats were out. The speed thrill of a cat appealed very strongly to me as did a cat's stable platform to my wife who was a little bit disenchanted with sailing after our "on the ear in a 4 and above" season in a 5 tonner. More acceptable to her was the joy of a down hill race to Ostend in "Dione", a graceful East-Coast Lady of some 60 years with the impeccable manners associated with a long straight keel on a 47' waterline.

Thus, we established our criteria the speed and stability of "Dione", if not the room, at as little cost as possible. This way we would not feel guilty not sailing for 3 days every weekend to, as granny would say, "feel the benefit" of our investment.

Admittedly my first choice was to enquire of Sailcraft the cost of an Iroquois and immediately went into a state of shock. Expensive at half the price with a prophet of doom on the truck ("Its a radar reflection really, Sir"). On my next visit to the Boat Show I met a knot of enthusiasts all intent on talking to as many people and friends as possible round an exquisite model of TEHINI. I had seen a few Wharrams about, mainly Hinemoas and I was always impressed by the efficiency and simplicity of construction and to be quite honest how attractive they looked. Everybody was most helpful and didn't try to sell me a thing, but endlessly discussed all the points good and bad of the Polycats with cogent reference to my own operational requirements. (I would like to use the Sailorman's good auspices here to thank Jim and Fionnula for that help which extended to long and involved letters over what I am sure were rather basic questions).

I decided to try and build an ARIKI being a keen chippy with various boatbuilding efforts behind me. Cautiously scaling up the time estimates to weekend working made it a 3 year job unless it could be built closer to home. In Central London the only potential boat sheds available are already filled with repair shops at £40 per week. Even paid part-time help to shorten the building period put the Ariki out of court, but at this point my first issue of The Sailorman came to the rescue with Martin Lillystone's reference to Stalbridge boats who built a pair of hulls for him. Incidentally this was substantially cheaper than a foam construction kit as available at that time from Unitex Marine. My enquiries there were prompted by the fact that foam kit construction has a positive edge over wood in terms of speed of production.

I met Martin at Sturminster Newton, and with Paul Chapman of Stalbridge Boats evolved certain modifications to the basic Tane to make it more of a compromise between comfort and speed that a Tangaroa cannot offer, rather thanthe racing shell it currently represents. Basically the idea is to raise the freeboard 9" and by altering the bulwarks to a 1½" toe rail and building the sheer in to the deckhead more space can be achieved to enable a friendly double bunk to be put into each hull. By extending the coachroof to between the bulkheads it is possible to sit up in that friendly double bunk and remove some of that womb-like feeling of which Jim speaks so warmly but to which I personally have no desire to return. The extra 9" on the freeboard on the deep V hull shape creates nearly another 9" of shoulder room for removing oiles and sitting at the galley. or working on charts in either hull. Since I prefer driving from a leeward position when beating a small shallow self-draining cockpit in each hull proffers more shelter when tucked in behind the coach roof. The beams instead of being mounted on the hulls will be mounted through them in a self draining box section.

Why a TANE? contd. by John Clark

This precludes the split-level nature of the original Tane bridge decking making the small cockpit more desirable. I am keeping an open mind about the rig until I have seen Martin's schooner rig perform, as I am loath to opt for the Bermudan sloop.

Again, The Sailorman came to the rescue when I took up James Briggs' kind offer of a sail. My original intention was to help fit out in order to explore and inspect the boat carefully. This was precluded by a higher tide than expected which launched Laa Mao Mao prematurely. My help in fitting out only consisted of greasing a few shackles and stowing crates of hard-tack. There was a light 2-3 SE breeze so we cast off for a quick whizz round Portsmouth Harbour. For my first sail on a Polycat I found the acceleration remarkable was was the stability of the helm when left unattended. Guaging our performance against a Westerly Centaur proved most interesting as we overtook her on the long tack and parted company on the short tack as she motored on for the Blockhouse.

During our long and short tacking down the harbour in the fickle breezes under HMS Victory and over on Campers Yard, the value of Laa Mao Mao's ketch rig became apparent when using the mizzen to tack the stern round. The mizzen on Laa Mao Mao was a well stayed Albacore mast trying out a new reduced rig from something smaller than an Albacore. This is why I shall be most interested to see Martin's schooner rig perform. I suspect it will prove the better passage making rig in the Trades but not so manoeuvrable among the sandbanks of the East Coast where one perpetually beats and runs and never reaches.

We eased sheets for Ryde, overhauling the Centaur bending on sail, and went to inspect the redesigning job done to Ryde Pier by the British Rail ferry. By the time we got there the Westerly was just visible on the horizon. An ebbing tide prompted a smart return to Portsmouth but the wind died away only to fill in from the N.E. In the light airs we naturally made some leeway, but again overtook the Westerly which had gone about to return to Portsmouth also. Taking advantage of the shallow draft of a Polycat we kept tacking almost up the beach in the back-eddies to make Gilkicker Point on what was now a fast ebbing tide. The breeze filled in a bit and we had no need to make international code signals that we would be back at Whale Island on the next tide. By the time we got round the blockhouse and into the harbour and were experimenting with a mizzen stays'l the Westerly was well down still trying to beat round Gilkicker Point. I reckoned that our distance sailed over the ground was at least ten times that of the Centaur so light weather performance was no drawback on a TANE, though I suspect that one as lightly built and laden as Laa Mao Mao was, would always out sail my own TANE NGORA in those conditions. Meanwhile, photographs taken on board of the running rigging and the experience gained will give us much food for thought back at NGORA's drawing board. By the way..... have you noticed how with a RAKA, by abandoning the lifting cabin top for an extended version with conventional hatch from the cockpit one can.....!

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POLYNESIAN CATAMARAN ASSOCIATION - Annual General Meeting - is at Richmond Community Centre, Richmond Surrey. January 5th 1974 - The Centre will be open for members from 2.30pm where you can meet up after your annual trip around the Boat Show and talk with other members and friends. We start the formal A.G.M. at 7pm and will then get on with the rest of the evening finishing at 10.30pm when they close the bar and turn us out. Food will be available from the bar as well as coffee and soft drinks.

See you all there !

Editor.

HAMMER, NAILS and a bit of GLUE

Brian Milne, Western Australia launched his TANE in October 1969 and over the following 18 months sailed her about 1,500 miles in all types of weather after which time he reluctantly sold her as she was not quite big enough for the whole family.

Her performance was so impressive that he is now building a Raka (one day perhaps a Tehini). He sent the following summary of the modifications he made to his Tane:

1. Anchoring to a chain bridle to prevent sailing round the mooring. Each end of the bridle goes through a hole in the stem post and then joins to a samson post (4" x4"). These samson posts built into each bow go down to the keel at the foot of the stem post and provide extremely strong anchoring points. They have cyclonic winds in Brian's area.

2. Hardwood (jarrah) rubbing strips screwed on top of the fibreglassed keel. This prevents damage to the glass by the anchor chain or when running up on the beach.

3. Metal strips on the bottom of the skegs are a must not only to prevent ropes fouling the rudder but to protect the fibre-glass.

4. Hardwood blocks made from pieces of 3" x2" shaped and screwed to the mast with 2" x 14 SB screws. These act as steps up the mast and are extremely useful.

5. A top cap on the mast made of plywood cheeks and a piece of 4"xl" pine on the top allow him to fit a single back stay-vice the running back stay. This back stay is divided about 8' above the deck each leg joined to an eye bolt through each stern post.

6. Larger cabins to give more headroom. Italso allows the stove to sit on a shelf at deck level with another shelf above that for crockery etc.

7. Plastic screw on inspection ports fitted to fore and aft bulkheads and aft end of each cabin. This helps ventilation and passsing things to the helmsman.

8. The new owner has fitted a short bow-sprit which allows a 100 sq.ft. yankee to be flown in light weather as a standard Tane is definitely undercanvassed in light winds.

9. As the Tane can get very wet under some conditions, an aft opening cabin hatch would be an advantage, although some sort of side opening is necessary to help ventilation in hot weather.

The freeboard in Brian's Raka has been raised 4" to get more headroom over the bunks. The forward and aft bulkheads have been raised 4" above deck (i.e. 8" above the original level) to increase the buoyancy in the bows and to reduce the depth of the bulwarks. He found that the Tane would catch water in the bows from a wave and fling it back over the boat, so rather than do away with the bulwarks this has been his alternative.

PORT TALBOT MARINE of PORT TALBOT South Wales have sent the following price list for the TANENUI 28 -James Wharram's latest design.

The craft is built in Glass Fibre/Foam sandwich with wooden trim. The sailing inventory of a complete craft will include the following:- One suit of sails, aluminium mast and boom anodised in gold, all standing and running rigging, anchor and warp, navigation lights, interior fittings will include bunk mattresses, two burner gas stove, chemical toilet, sink with hand water pump and fresh water tank.
PRICE Ex Works £3,200 Inclusive of V.A.T. as at November 1973.
Part built craft are available - 2 Hulls with two full bulkheads and two bulkhead mouldings... £1,320. 2 Deck mouldings with cabin structures £440. Full price details can be obtained from Port Talbot Marine, Telephone Port Talbot 5010:-

Thomas Firth Jones of Philadelphia U.S.A. tells us of his Plywood HINEMOA

Carol and I are building a Hinemoa "Two Rabbits" to commute to Bermuda. However, we expect to spend a year shaking her down before we try the 600 mile voyage.

For my birthday, Carol wrote a poem which began, "I think that I shall never know a boat as fine as Hinemoa," and concluded, "Only God can make a tree, but anyone can make a Wharram 23....."

Timber is at least asdifficult to get here as in England. The only clear 1" boards regularly offered are white pine (soft and expensive) and Philipine mahogany (brittle and expensive). We were lucky to find clear, air dried cypress for 60 cents a board foot, even though it is second growth and about half sapwood. Adkin Lumber, Chestertown and Salisbury, Maryland, but they are not sure they can get any more of it. 2" timbers (mast and beam laminations) are still readily available in clear douglas fir at 60 cents a board foot, but they measure only 1½" and are kiln dried. By the time this makes The Sailorman, prices may have doubled.

Marine plywood is costly, but can be bought from most boating lumber yards. Currently we have five letters out asking for quotes. The two most promising sources (word of mouth, and list in AYRS Airs No.6) are Harbor Sales, 1401 Russell St, Baltimore Maryland 21230, and M. L. Condon Co, 250 Ferris Avenue, White Plains N.Y. 10603. Voidless douglas fir plywood is sold in this country as "marine", and we may well settle for that, though Harbor Sales, is reputed to do its own importing from Africa, and Condon import from Holland.

Our Hinemoa will incorporate the additional freeboard of the bulwarks into the hulls, and dispense with bulwarks. This will give better accommodation and worse appearance. In a 23 foot boat, you can't have both. We will extend the beams beyond the hulls and bolt fore and aft 2 x 4's to them, to guard against pilings and fibreglass icebreakers.

Our mast, 14" longer than standard, is already built, and incorporates a sheave above the hounds to take the halyard of a square topsail which we will set in place of the mainsail downwind. The halyard tail will be led aft as a running backstay. If the topsail works, we may add a square course next year. Downwind, fore and aft sails are a damned nuisance.

We are now building everything we can (including scarf-jointed stringers) in the cellar, and will begin the hulls in the living room after the first of the year. This promises to be a fine mess, but should not last more than three months. The outer cabin side will have to be parallel to the inner hull side to get each completed hull out the window.

For about $50, including pipes, damper, deck plate, and weather cap, we are buying a coal stove 13" high with two-burner cooktop 9"x14" from Fatsco, 251 N.Fair Ave, Benton Harbor, Michigan 49022. Total weight is under 30 lbs. We will cook, burn trash, roast potatoes, and be the only warm and dry polycat sailors anywhere.

The square sail will be nylon spinnaker cloth and the working sails 3.8oz terylene. This seems light by English standards*, but so is the wind here, and a sail that will not set in light air is not much help on a boat with no auxilliary power. We are considering sheathing one hull and not the other, to settle once and for all which rots first; but will probably sheath both, to save maintenance in the early years of the boat's life.

* American cloth is 28½" wide British 36" wide hence 3.8z American equals 5 oz British. Editor

HAMMER, NAILS and a Bit of Glue

DREAM OF A NARAI

Brian Ashurst, Fairford Glos

Before Christmas 1972 I bought the plans for the NARAI Mk IV from the Wharrams and also visited London and your A.G.M. I do not have any sailing experience so alas no gems to offer in that direction, nor do I know anything of Polynesian history. What might be of interest to your readers, however, and Narai builders, is how I came to be introduced to the word NARAI. Whilst serving in the army in Singapore during 1966 I met my wife Sandra. We spent our honeymoon in Bankok, diving this time. I became very interested in Thai mythology and one name in particular NARAI. The foundation of this myth originally began in heaven, at the Palace of Isawa, King of the Gods. At the Palace is a person called Nontook, who is so ugly he is given the job of washing the feet of all Intrra who come to the Palace. Because he is so ugly all the visitors tease him mercilessly. In despair he visits Isawa and begs a reward for his work and Isawa grants him anything he wants. Nontook chooses a diamond finger which has the power to kill anyone he points it at. He then proceeds to kill off the visitors. One of the surviving visitors goes to Narai, the Supreme Commander of heavenly power, protector of Isawa and conscience of the Universe. Narai is a defender and can never attack, but he is limited to absolute fairness and a sense of righteousness. Agreeing to defend the visitor he turns himself into a beautiful girl and dances with Nontook and with a subtle trick gets Nontook to point the finger at himself. As Nontook dies he claims such a trick was unfair. Narai guided by his sense of justice relents. Narai says they shall both be born on earth for a fair fight. Nontook then becomes Tossakan (the bad) and Narai becomes Rama (the good). So from these two the whole of the mythology starts. I wonder if there could be any links between the two Narai's, one Polynesian the other Thai? Bankok is known as the Venice of the east and the boats in it are long slender craft which given an outrider could resemble the Polynesian boats. I would be very interested to hear the thoughts of someone with a knowledge of Polynesian history in this field.

We also spent a couple of weeks in North Thailand touring by motorcycle and brought back a little bronze statue of the four armed Narai which now holds pride of place as one of our few ornaments. After being back in England for a few years the travelling itch came back again and I started thinking in terms of boats (I cant sail as yet) and James Wharrams NARAI seemed to pop up and supply all I wanted in a boat. With the galloping cost of wood I thought it best to get it all or most of it as soon as possible. This led to storage problems as I live in a small semi, as I write this letter I'm about a foot off the ground for under the carpet is seventy five sheets of ply. I built a long storage unit for the "deal" across the end of my garden it looks like a 25foot long black sausage, for its cover is of black plastic, but I was surprised in that it held 95% of the wood on the plan list. I had no available space to build the boat except for my garage area, so a couple of weekends with a sledge hammer gave me a side less, end less, garage which should allow me about eighteen inches all round the boat and I'll just pretend the roof is higher than it is and hope. So this is where the fun starts.

A TIGHT FIT ON THE VERANDAH writes Justin Nops of Waipu Northland New Zealand

I am now building a TANE, to supersede my surfcat. It just fits on my 27' 6" verandah with foot room around the sides. I am a student woodwork teacher and with Easter and May holidays added together have been able to sheath the hulls ready to turn over one hull. An electric plane has been a great labour saver. My eight months old daughter lives in the front room, so I have only limited industry hours, between her naps. I doubt if I will ever get around to ocean crossing as there is so much to see around the coasts of New Zealand. I recently took two days off building to take a quick sightseeing tour of my future sailing ground. The Bay of Islands and Whangaruru harbour. There are some fantastically beautiful bays in this area, without so much as a house in them (as yet).

ASSOCIATION NEWS

REPORT ON SUMMER MEETING 1973

Held at Portland Harbour H.M.S. Osprey Friday 24th August, evening saw 65 members with wives and children gathered in the lounge/bar of the Sailing Club, to meet, talk and see the films loaned to us by the New Zealand High Commission. Saturday morning early, people were arriving at the pontoon to look over the boats and one or two boats went out for a sail. The weather was warm, sunny but windless, with afternoon haze coming up. "Tranquility" Charles Williamson's nearly completed Oro was at anchor; Alan Kightsbridge and son Ian sailed up from Southampton in their Hina "Rafiki", looking very smart and well founded. Mr. E. Backhouse and family arrived in their Iroquois, "Fafia", and we almost forgave them this. Martin Lillystone's spanking new Tane, "Tewa" looked good enough to eat. Ted Johnson's Tane "Carisma" sailed in from Sheerness with Editor and Treasurer aboard. Pearson's Narai "Cheetah" came in very professionally and anyone wanting a holiday charter sail certainly got the impression that all on board know exactly what they are doing. After giving up Cmdr Briggs as 'lost' he finally came in early Sunday morning (under sail, of course,) the true Naval style we all expect of James Briggs his son Michael left waiting ashore was certainly relieved. If there was a prize for the best sailed boat "La Moa Moa" would take it. Robert and Anthea Evans, children and bulldog Steed, came across from Portsmouth in an open boat. A grand sight on the horizon was "Gwojug Gwojug" Peter White's Oro, he was on passage with a crew of two for the Scilly Isles, but stayed long enough to allow thirty people to clamber aboard for a sail. Also apparent in the harbour was a Surfrider and a Surfcat making use of the little wind we had and looking like two aerofoils skimming across the water. Finally, on the very last morning of the meeting we saw a magnificent sight of the Guy's Oro, "Pollux" painted bright yellow and so new it hurt to step on board, rumour had it they were off to the South Pacific.

Saturday evening we had our barbeque on the beach, the weather still remained kind and with beer and grill ups on the excellent fire built by David Lewis, and music and song presented by a lady guitarist and folk singer, it was difficult to move people off their bottoms until the late hours. Total count of heads that night came to 146 grown ups and 27 children.

The Mass sail to Lulworth Cove, was a mess - but the good guys, such as James Briggs, Alan and Ian Knightsbridge, E. Backhouse and eventually Peter White made it. With the afternoon turning misty and tides awkward with little or no wind after 4pm, most of us played at sailing outside the harbour and then back in for beer at the bar. At least with some careful cramming we managed to get 77 people afloat on various boats. Monday 27th August, was not as planned, mainly because the big boats were off to their voyages, but the rest of us made the best of it. Finally, the big tidy up to leave the Naval Base in ship shape order - a few more helpers from the young in body would have been a great help, but I guess some people are born selfish and so will remain. Martin, Charles, Alan, Ian, Ted and us left Tuesday am, for our return journey up the Solent. Alan has written on their sail.

The final analysis of the Summer Meeting 1973, as seen by me was that the weather was marvellous, no rain, the company excellent, most of the time, we saw some very good boats and ideas for sailing, and met a lot of faces to put to the names normally appearing on a list. We had lots of interest shown in P.C.A. and new members signed up, and enthusiasm for James Wharram's designs. We even had a chance to meet some of the Port Talbot Marine Team, who drove across from Sth, Wales, lots of members camped out and seemed to be enjoying themselves in the sun.

Lets hope that in future, Summer Meetings more people will come forward to help the valiant few with the hard physical grind of the clean up and general running in coping with 150 people.

Think on! Joan Lewis.

RULES FOR THE POLYNESIAN CATAMARAN ASSOCIATION

1. Title. The full title of the Association shall be 'The Polynesian Catamaran Association, here-in after referred to as the "Association".

2. Objects. The Objects of the Association are to promote and further the interests of the builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all it's aspects amongst the Association's members.

2a. Definition. 'Polynesian Catamarans' shall mean the various classes of catamarans as designed by James Wharram.

3. Membership. Full Membership of the Association shall be open to any person interested in Polynesian Catamarans, upon payment of the prescribed fees. Associate membership shall extend to the immediate members of the subscriber's family providing they are under 18 years of age, or are the wife or husband of the subscriber. Each full member shall be entitled to one vote at any General Meeting of members or in any postal ballot held by the Polynesian Catamaran Association.

4. Subscription Fees. The initial subscription fee shall be the annual subscription fee as agreed at the Annual General Meeting of the Association, together with a registration fee of 50p. The registration fee will entitle the member to one copy of any previous issue of 'The Sailorman' which may be available at the time of joining. Overseas members who wish to have their copies of the journal sent by airmail will be required to make a contribution sufficient to cover the additional cost. In the event of the Association being dissolved the liability of each member shall not exceed 50p.

5. Management. A committee shall be elected at the Association's Annual General Meeting. No prior notice need be given of nominations of members to serve on the Committee. The Committee shall consist of the following officers:-

1. Chairman.
2. Secretary
3. Assistant Secret ary
4. Treasurer
5. Editor
6. Assistant Editor
7. Sailing Secretary.

One representative, (if available) shall be elected to organise local meetings etc., for the following areas:

a. South West England
b. Southern England
c. South East England.
d. Eastern England
e. North East England.
f. Scotland
g. North West England
h. Wales
i. Midlands
j. Ireland.

and Overseas Representatives.

The Committee shall have powers to co-opt the Area and Overseas representatives or any other member to assist as may be required. The Secretary shall be responsible for maintaining a record of all members names and addresses and such other detail as may be decided by the Committee.

6. Annual General Meeting. An Annual General Meeting shall be held at a venue selected by the Committee and members will be advised accordingly. Resolutions affecting the Constitution must be submitted in time for inclusion in the issue of 'The Sailorman' published before the A.G.M. Other resolutions may be raised at the A.G.M. provided a Seconder is available at the meeting. Two Auditors for the Association's accounts will be appointed at the A.G.M.

7. Accounts. The accounts of the Association shall be kept by the Treasurer and

7. contd. shall be presented to the Annual General Meeting duly audited by the two Auditors appointed at the previous Annual General Meeting. An abridged statement of accounts shall appear in the first subsequent edition of the Association's journal.

8. Journal. The official journal of the Association shall be entitled 'The Sailorman'. Not less than two editions of the magazine shall be published annually. Each fully paid up member shall be entitled to receive one free copy of each edition of 'The Sailorman' published during that year.

1974 Subscription due January each year for Polynesian Catamaran Association

It would save a lot of time and effort on the part of the Hon. Treasurer if members could pay up promptly, would you believe it, even after August members were sending in their 1973 sub, after a pointed letter had been sent to the transgressors.

United Kingdom renewal only £1 due January 1974
U.S.A. Canada, renewal £1.50 which allows for airmail postage.
Far East, New Zealand, Australis £1.60p which allows for airmail postage.

Cheques in sterling and International Postal Orders, pay to POLYNESIAN CATAMARAN ASSOCIATION and not, repeat not, individual committee members, Please!

NO BACK ISSUES OF SAILORMAN AVAILABLE - Members will have to barter with each other for back copies.

Peter Davey our Secretary has been disappointed at the response for crews and crewing on Polycats.

Surely, members must at one time need a crew, or new members want to get in some sailing experience.

Finally, there is nothing to stop members from making a standing order with their bank to pay their subscriptions to P.C.A. due on the 5th January each year. This would be a great help to the Treasurer and avoid having to send out over 250 reminder letters each half year. Also have you ever considered the amount of time and effort put in by the Treasurer at the A.G.M. having to cope with people rushing up with their subs, last year ninety people paid up during the A.G.M. which took up at least three hours of the Treasurer's time. The A.G.M. is a time for everyone to meet and talk, and relax.

ASSOCIATION NEWS

During the course of the year we have received copies of the B.C. Multihull Society, Vancover; and Northwest Multihull Association, Seattle, newsletters, and some of these can be read at the A.G.M. by U.K. members. American know-how, sense of humour, and keeness for sailing multihulls can clearly be detected.

Harold and Wendy Goddard of B.C. launched their Oro on the 18th June 1973, and report...."To date we have been able to do a few weekend trips, sailing in a very "lash-up" fashion. No cleats, no proper gooseneck fittings, no winches, small rope lashings everywhere holding various essentials together in a very precarious fashion! Its been more than enough to assure us that the 4 years of building were well worth it though, and we are falling more in love with her day by day...."

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John Moore wrote to us from the Midlands

Since the last issue of "Sailorman" several new Midland members have contacted me. Most of them being interested in the Maui and Hina designs. One couple, however, telephoned me to say they have a Tangaroa based on the River Trent. They are Mr & Mrs. Eddie Fieling. Eddie with a party of four friends motored up the Trent to Hull and enjoyed some brisk sailing in the estuary. I would be pleased to hear further from them, as I do not know their present address. I have now completed one hull of my Oro, Although late in the day, my wife and I would like to thank the Wharram "family" for the wonderful time we had at last summer's Polycat Rally (Milford Haven 1972). A special thanks also to Ruth, who helped us to erect our tent at night in a howling wind and pouring rain. Being a novice at woodwork of any kind, I use tools hoping they will always remain sharp. I did realise that saws have to be sharpened sometimes, but exactly how has always been a mystery. Don Ward of Stourbridge, who has nearly completed his Oro, "Tarra Teea" is a joiner by trade and kindly consented to write the following article on saw sharpening for the benefit of chaps like me, (or is there anyone else like me?). Don's article appears under "Bosuns Locker".....

Area Secretaries We did advertise in the Yachting Magazines, details of our area representatives and hope this enable all you outflung posts to feel included in the whole. The idea of having area secretaries is to be available for local members, and to arrange semi sailing meetings at any time suitable to your area.

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Members read the article on "The Tired Sailor" and the hazards of fatigue, by Dr. Glin Bennet, MA. Md.FRCS MRCPsych. which appeared in Yachting Monthly September 1973, a copy of which is available at the A.G.M.

Martim Lowe of Fremantle, Western Australia wrote a wee note to tell us that he has started building a Narai Mk IV (by a local tradesman) and is hoping to be in the water at Christmas 1973 - some going - hope you make it Martin.
He also mentioned that there are three Tanes in Perth and a Hina, and he has also sailed on a Hina in Adelaide. Building material costs are skyrocketting in Australia, and Martin has cornered the last oregon pine in W.A. current timber is at an increase of 68% on the world market! You can hear the groans all round the world folks.....

Nico Boon writes from Holland that P. Viegers aged 23 is on his way to Madeira, in his Tangaroa. It is made as thin as possible near the waterline, rigged with fine bermudan sails and has none of the problems sometimes mentioned, namely weather helm. Nico might be interested to know that P.Viegers was photographed at Dover harbour by the Yachting Press and a very fine sight the boat made.

contd. ASSOCIATION NEWS

Nico also wrote...." The builders in Holland are still going strong. The Narai we are building in our shed is at the gluing the outer keels stage. (they are of hardwood that makes a lot of extra work) A lot of the interior has been made before so the boat is much nearer completion.

Sonja and I had a week sailing on the inland waterways of Friesland with the Hina, tent on deck during the nights. It was very fine weather, may be that is one of the reasons that it was a very relaxed holiday, the other two weeks we camped in Sweden and part of Norway. In Oslo we met the Scandinavian agent Tore Tunheim.

Jannik Cortsen the Danish Tangaroa visited Holland and our house was looked at by the family. The Tangaroa to be built in our shed is getting the look of a boat already, so the shed is looking like a full house, though it is 26m long and 18 m wide. A Tangaroa was sailed in races on a PHR of 100, and was doing well. May be we have to find out the PHR rating of all types. The Tane at 85 looked about right. I guess that the Narai needs 95, and the Hina 90, but these are just guesses on my part.... best wishes.... Nico Boon. Groningen.

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Patricia Stevens of Papua New Guinea wrote in June 1973 We started our"Taraugau" early August 1972 and its taken all our spare time since. We did have some help last year for a month when Howard's father visited us from Melbourne and and we're very much looking forward to his next visit (July 1973) as he's very keen on our project and is a great help.

We made both hulls at the one time and when these were turned upright we employed a local carpenter to complete the interior. Since then we've done the rest ourselves and are at the stage of final assembly. We have used New Guinea rosewood throughout except for laminated kuila planks for the crossbeams, and a local pine for the masts and booms. We have made a cockpit at the rear of each hull by simply removing the planking of the platform in these two sections. We designed our own cabin tops (as many Polynesian cat owners do) but retained the lifting cabin top as this is ideal for cruising in tropical waters.

We have made the bulwarks so that the sheer line is straight and have added locally carved wooden figureheads to each bow. We are expecting the sails, rigging etc on the next ship from Sydney and hope to launchnwithin the next two months. Howard's contract ends (Medical Officer at the Hospital) at the end of October 1973 and we hope to get in plenty of sailing experience round these lovely waters. All going well we want to leave early December and sail to Rabaut then follow the coastline until the Torres Strait- and after the cyclone season has passed - head south inside the Great Barrier Reef, which is now very well charted.

We're wondering what is the strongest method of attaching the main mast step to the crossbeams so that it would be secure enough to clear the anchor warp Any advice please?

Our Melbourne address will be c/o 23 Wolseley St,
Mount Albert 3127, Victoria, Australia.

Good luck to Patricia and Howard Stevens.

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WIND AND SAIL

A HINA TO PORTLAND SUMMER 1973

A heavily laden Hina, with my son at the helm and me hovering over the Seagull left our Marchwood mooring at 15.30 on Wednesday 22nd August. It was blowing a good 4 right on the nose, so we slogged down Southampton water to Calshot before hoisting sail. This took nearly three hours with plenty of water flying around. Once clear of the Calshot Spit it was a broad reach with the tide down to Yarmouth Isle of Wight, arriving 20.00 hrs.

Next morning at 0700 we motored quietly (how can one with a Seagull) out of the packed harbour. Once outside we were able to goosewing the jib and with the tide again under us we shot through the Hurst channel out into open water. Our speed, timed between the buoys marking the Shingle Bank, between 6 and 7 knots. Altering course to 95° at the S.W. Shingle buoy we quickly lost sight of the Needles behind us, visibility being about two miles. This was ideal sailing, plenty of wind, jib boomed out, self-steering working satisfactorily and not a thing in sight. At 09.30 an orange patch was noticed through the murk away over the starboard bow. It was the sun shining on Ballard Point. We were right on course but had got there sooner than expected. To clear Peverel and Anvil Points off came the pole, jib over to starboard and we were broad reaching through the confused seas. The speed was exhilarating as was the hiss of the water passing the rudders. The measured mile just west of Anvil Point took 8½ minutes and St. Albans Head was passed at 10.30 the following seas now being quite heavy.

With St. Albans Head behind us, we soon lost sight of the Dorset Cliffs and were once more relying on the little Cadet compass. A large trimaran coming from the Poole direction had rounded Anvil Point ahead of us looking very comfortable. Once past St. Albans Head he set a larger headsail and disappeared into the mist, heading for the Shambles and all points West.

Once more we had the sea to ourselves, with the sun trying to disperse the mist. The wind was still about force 4 Easterly and with the jib poled out to port life was grand when suddenly BANG and the sprit fell onto the deck. The gooseneck had broken. Our speed dropped a bit but "Rafiki" still ran before the wind on the poled out jib and self-steering. This enabled us to lower the main, fix a temporary rope snotter to the mast, set up the sprit again and rehoist the main. All this in a strong following wind and no stopping. (Jim I think your sprit rig is wonderful). 45 minutes after the bang we were up to full speed again and at 12.50 my crew saw a light away on the starboard bow. As it was flashing the dark patch beneath it could not be the tanker originally suspected, and a quick look at the chart showed that it should be the East entrance to Portland Harbour. By the time I had deduced this, land was in sight ahead, so we gybed and made for the entrance, passing into the comparative calm of the harbour at 13.00 hours. A near perfect trip from Yarmouth, for which I had allowed two days, had been accomplished in 6 hours. A quiet beat across the harbour from the Cove Yacht Club moorings in company with Martin Lilleystones' Tane "TE WA" brought us to the ;pontoons of H.M.S. Osprey on Friday morning.

Better pens than mine will be writing up the meeting but may I record my sincere thanks to all those who had a hand in making it so enjoyable and successful.

All good things draw to a close and Monday evening saw much chart perusing and conferences. The forecast for the morrow was 3-4 Westerly backing S.W. 5, could not be better for those of us heading back East. Tuesday dawned mistily. Martin's Tane, Ted Johnsons' Tane, Charles' Oro and Rafiki cleared the pontoon at 0815 and headed across the harbour for the invisible East entrance. Adjusting our speed to Charles' Oro, he being single-handed - we passed out into Weymouth Bay at 0845 in perfect line abreast, too bad there was nobody able to see us.

WIND AND SAIL

contd. A HINA TO PORTLAND SUMMER 1973

The forecast Westerly turned out to be NNE force 1-2 so a fast passage to Poole was unlikely. Once clear of the entrance we waved adieu and went our respective speeds; The fully battened schooner rig of Te Wa looked ideal and made good use of what wind there was.

At 11.30 we had St. Albans Head abeam and very little wind, and we were looking back at the antics of some one-legged wobbly boats in the race which had suddently appeared with the turn of the tide. Too late we noticed we were being swept back at an alarming rate and we were back in the race before I started the ever faithful outboard. It was quite frightening at first until we realised that the Hina was coping admirably with the conditions, not a drop of water coming aboard. After half an hour, we inched our way clear of the worst of the race, close in with St. Albans Head a few hundred yards astern, just where we had been two hours previously. With the Seagull on full song and just enough wind to fill the sails we managed to crawl our way eastward to Anvil Point where we came up to Martin, who said he had not moved for two hours. After starting his engine he drew ahead again and disappeared into the mist in Poole Bay.

Turning the corner brought the almost non-existant wind dead ahead, so we motored through the popple over Peveril Ledge and past Old Harry Rocks, tying alongside Te Wa at 18.00 at Poole Quay. A clean-up at the Poole Yacht Club, an excellent meal at a restaurant and a convivial evening in The Jolly Sailor rounded off the day.

06.00 on Wednesday saw us saying Cheerio to Martin and motoring quietly away from the Quay on the last of the ebb. We should have left half an hour earlier as the flood started before we made the entrance and we had quite a fight to get out. Once out into Poole Bay the light Westerly wafted us towards Yarmouth, the spinnaker pulling gently and the sun dispersing the mist. How quiet it was in contrast to our headlong dash across this bay the previous Thursday. The sun was shining on Ballard Point behind us, on Hengistbury Head on our port beam and the cliffs of the Isle of Wight ahead. The tide was running strongly over the Shingle Bank urging us into the Hurst channel. The wind was freshening and I began to hope we would be able to make Calshot before the ebb started. Our luck held, slack water at Calshot up jib, down spinnaker, helm down, harden in the starboard sheet and the main and away we went up past the Hamble entrance. Our first spots of rain of the holiday fell as we passed the long jetty of Fawley Refinery, but the wind held true and we were able to make Marchwood on the one tack, tying up at 14.30 hours. So ended a most enjoyable week - roll on the A.G.M. and next years' meet.

Alan Knightbridge.

BOOK NOW FOR NEXT SEASON day parties up to four. on 28' Tane, including Ploughmans lunch £4.00 a day. Martin Lillystone, 3 Mill Street, Broadwey, Weymouth, Telephone Upwey 2620.

FOR SALE - One NARAI hull with set of Plans £300 write to Bob Fewtrell, The Star InnCastle St, East Cowes Isle of Wight PO 33 4 LF.

WANTED TANE or larger - write to 24313197 Pte. Austin. 'A' Coy. 1st BN Royal Scots, Assaye Bks, Tidworth, Hants.

WIND AND SAIL

Crawford Owen of Mt. Pleasant S.C. U.S.A. NARAI man

There once was a man who lived in the suburbs of a large city. Every week day morning, for years, he drove to the great city; and every evening he drove home. He owned, or was making payments on a little house. It had a furnace to be his winter care and a front lawn for summer. He had a television set, a couple of kids and a wife. One night they would play cards, another just sit and watch TV; and on Sunday afternoon they would take the kids to the park or the beach. It seemed as if things would go on and on like this, always; until at last he would die. And that would have been his life.

Now there are certain islands in the South Seas so far away that everyone believed them to be paradise. Summer is eternal there. And in the cool shadows of their groves recline fair youths and maidens happy in being and through happiness forever young.

When the vision of these islands broke upon the man in the suburbs of the large city, suddently the little round of his activities became unendurable. His imagination took fire and in the aura of the conflagration he saw himself sailing the broad Pacific, landing, a sunburned mariner, on those flowering coral shores. He closed his eyes; the newspaper fell down from his hands. Love, love, enveloped him; soft hands and lips caressed him; the air was laden with sweet perfume and the song of birds. Oh paradise!

So he must build a boat; about them he knew nothing. He began to study. With unwearying purpose, he gave himself to the reading of every authority on boat design, he filled himself with lore and facts. He studied catalogs, he looked at boats. And he came to know them. Became to know, moreover, what he wanted. It must be a small boat, and a staunch boat, roomy and broad of beam. It must be a safe boat, seaworthy and able. And he drew a plan.

Her keel was laid in his back yard; and from that day to the day of the boat's completion her builder watched her growth as only a man about to sail the seven seas for paradise would watch his magic craft evolve. He combed the lumber yards for the soundest planks and timbers that the forests yielded. He used what he had learned. He sawed the timbers, he joined them and bolted them into place. No little detail could escape his scrutiny, no defect must elude him. And what it cost! How could he justify the cost! What could he say that would conceal the truth of his exalted plans?

And so in the growing excitement of the enterprise, the years flew by; the boat was nearly done. What hope must then beam in the man's mind. What about the moment of approaching glory! If these signs sought concealment through a special tenderness at home or industry at his job, that tenderness and industry was his betrayal. Was not the boat itself part of his own spirit, an opening of the book of his own dreams, the materialising of such a symbol must tell the world of his most secret self. Just as all men must some day put off the drab clothes of this world and put on the shining raiment of immortality, and in that moment for a moment stand in nakedness revealed before their maker, so at almost the very moment that this poor man was to step into his dream boat, his wife confronted him.

"What" arms folded, "do you think you're going to do in that boat?".....

"I am going," he answered with quiet determination, "to sail to par.... to the South Seas.".

" No you're not."

And, he didn't.

NEW MEMBER from Nebraska U.S.A. writes
"No need to go half way round the
World to build a boat"

One of the things you learn early in life about boats is that if you have to ask the cost of it, then you had better forget it, or find a way to do it all yourself. A few friends maybe, but in the end you must face most problems yourself. This is probably the way it should be, for indifference to the tastes of others, and independence of action lead to a measure of freedom. This is not to say that a boat-builder or sailor should ignore the experience of others. To do so would only contribute to the collection of derelict home-builts and bar stool sailors that litter most ports. The sea imposes a narrow spectrum of behaviour on man and material, if we can operate within this envelope we are accorded security, freedom, and an amazing at-oneness with nature. However, let the false ego enter, and no end of frustrations, fears, and disasters occur. Like life itself, the sea is there to flow with, not tofight; to understand and to experience as part of ourselves, not to set ourselves apart from or above it. The ever hopeful romantic is doomed to pursue the geographic cure for the malaise; so after sailing a 23' sloop to Florida, sailing a bigger boat to the West Indies, "to do charter work", and after a close scrape with the normal economic and personal disasters inherent in Caribbean life, I re-entered the "straight" world, took a job in American Samoa, and settled into an old navy bungalow odiforously located between the canneries and the main outlet of the Pago Pago sewers. Debit - the island is tiny, the job boring, the government arrogant, and the rain heavy. Credit - it was Polynesia, the sea was at hand, a friend ran the vocational education program, visiting yachts anchored in our front yard (Pago Harbour) and there was lots of time.

Most harbours in the South Pacific have a collection of small sailboats for harbour racing. Once you have bounced off the same group of reefs for several years, raced a t iny circuit with the same 'yachtsmen', and never ventured beyond the mouth of the harbour, sailing in the South Pacific sours. The harbours also support a number of derelict 'never-sails' that change hands from time to time. Usually a wide-eyed family from California arrives, spends two to six months "fixing up" the "dream boat bought for a song", and then quietly depart. Their arrival is announced in the local island press with an interview detailing plans of living on an island, finding treasure, helping the locals, making a film, writing a book; and in general living in a misty world of soft breezes, sunshine, and money trees. These people have never done any of these things, nor have they spent much time surviving on the sea. Their departure is noted by a brief statement regarding "trouble at home". Truth number two - Dont take on somebody else's discarded romance, no matter what form it may be in.

Forewarned by the experience of these truths, disenchanted by the social life in America's South Pacific slum, and supported by a friend who knew something about carpentry, I decided to build a boat, something that would not end up rotting in the harbour, something seaworthy enough to go offshore, and something that I could build and take care of myself. An issue of SEA the Zealand Sailing magazine circulated 1966, had a sketch of a 23' catamaran along with the designer's assurances about its ease of construction and seaworthy qualities. Most important was a statement that the designer had crossed the Atlantic in a prototype; most unusual in the age of instant naval theory and technological gimmicry.
Mr. Sparkman and Mr. Stevens have yet to design, build, and sail a boat by themselves , across the Atlantic.

A letter to an odd address in the U.K. brought back plans and a note stating "that if you like them send money, if you don't send them back". A trimaran builder, who was holing up in Samoa during the cyclone season, said the plans looked complete and simple, particularly compared to the ones Piver sent him. My carpenter friend said he thought I was crazy (but then he was in the process of unloading a 40' dream boat bought from an itinerant house painter) and offered the attic of the vocational Ed. building. I knew that if I didn't do something to overcome the ennui induced by 200" of rain a year and a deadening colonial

contd..... "No need to go half way round the World to build a boat"

bureaucracy, I might well become like 'them'. And there is the cutting edge of Wharram's design. His philosophy of independence through self-reliance, and his experience of finding this freedom at sea met my needs. I slowly picked up on this as we corresponded about building details. Truth number three. Any answer to the problem of life needs to be met both on a material plane, in this case a simple, seaworthy design, and on the philosphical level. A boat must be imbued with the spirit of the designer and the builder, it is much more than theory and techniq ue.

Back to the material end of the continuum. Building the HINA was an exercise in living in the present. Each stage of completion from laying down the lines, to working out celestial navigation offshore, presented a limited goal that could be met. Free time was spent in gathering materials and building. "Working" hours, and particularly those minutes before going to sleep were used to think out construction problems. It was arduous but totally satisfying. The shop attic was never below 85° and normally around 100° so keeping wood dry and fibre-glassing were not too difficult. Most of the work was done alone, as it was much easier than interupting the flow of thought and action to explain or discuss the job with another person. The shop teacher passed on a few vital hints, helped for a few hours and left. After eight months the hulls came out of an upstairs window, gently lowered over a roof and rested on a government flatbed truck by six very strong Samoans. It is indeed a pleasure to step out your side door, coffee mug in hand, sit with the trade winds at your back, the sun rising over Rainmaker Mountain and ponder construction details. Contemplate and the hand will follow. Rush into a job and no end of frustration will result. Rough looking Asian fishermen would peer into the yard, look at the hulls, see the plans tacked on the door, and nod in a smiling way. Those who came from the waterfronts of Seoul, Yokahama, and Taiwan, in 65' wooden fishing boats understood the HINA. Later, after she was sailing, the fishermen looked approvingly as we tacked close by their sterns.

The first sail left no doubt as to the speed of the design. The wind blows and the Hina moves ahead instead of heeling over. Like flying a high speed aircraft, the catamaran takes a little more planning ahead than a monohull. In one let ter James Wharram had suggested that a certain type of bamboo might be used for a sprit. An expedition was made into the high rain forest, stout lengths of bamboo were cut, brought down to the waters edge and rigged. The first piece of bamboo bent neatly in half, like a recalcitrant coat hanger. The second piece was carefully laminated with fibreglass. It also went by the boards. Truly, there may be bamboo that can stand the flexing and compression required of a sprit, but it does not grow on Tutuila Island, Samoa.

One of the advantages of boat building on the waterfront is the large supply of used marine materials at hand. The final sprit is a lovely piece of kaori, a spar from a derelict harbour racer. The mast had been used as part of a steadying rig on a small fishing boat brought from New Zealand. In Samoan there is a word, faa'molemole, that means, please give me, and I will return the favour. On an island where only the government has any sizable supplies, and these can only be had after much paper work, the spirit of faa'molemole, particularly among the Samoans, makes allthings possible.

Offshore sailing through the intense blue seas, the white Hina looked to one young Samoan artist like the bosun bird, with its long white tail, skimming close to the tops of the seas. He named the boat Tava'i, and painted the name on the starboard quarter.

Pago Harbour opens out onto the weather side of the island, right into seas coming thousands of miles before the S.E. trades. About three miles off the harbour entrance are the Taemo Banks, shoals that rise out of 400 fathoms to six

again contd....."No need to go half way round the World to build a boat"

fathoms. When the S.E. swells are hard driven they trip and pile up on the banks. This is where the Tava'i was tested. With a constant onshore breeze, any remains would be washed ashore, rather than out to sea, where Fiji, 2,000 miles away, was the fir st stop. The following observations were made while sailing in these rough seas.

In any seaway it is necessary to pick a relatively smooth area to come about in. Let the jib fly, then back it to pull the bow around, and sheet to leeward. Stay on a close reach in rough seas, don't try to point. Pick a path through the seas, it increases speed and decreases spray. A breaking sea on the beam pushes the boat to leeward much like a water bug is pushed aside by foam. The HINA will move with the breaking water. For maximum speed, sail on a reach, angle down the face of a breaking comber, and hang on. Tava'i started to vibrate, rooster tails appeared astern, and the speed was roughly measured at 18 knots. The ride lasted three to four minutes and then we had to dodge some reefs. There was no feeling of broaching, the bows stayed up, the decks dry, and the tillers were very light. For a few minutes we were in a different world.

A visiting small boat sailor gave us an 18' sweep salvaged from a Papeete lifeboat. This is used for sculling in flat calms and getting around the harbour. With some skill and sweat the Tava'i moves about 1½ knots. The oar would also make a passable jury rig. After sailing for a year in Samoa the Tava'i was dismantled, the hulls put on an 18'x 6' shipping pallet, the beams, mast, sprit and oar tucked between the upright hulls, sails and gear stowed inside, and the decking laid on top. It was shipped to Long Beach, California, where it was stored for two years. Total costs for shipping amounted to $200. Later, the boat was trailered across the United States, 3,000 miles to Woods Hole, Massachusetts. Tava'i now spends her summers sailing around Nantucket Sound, leaving astern most of the expensive plastic squeeze bottles than pass for boats these days. Whi speed is an advantage, 6 to 8 knots in any sort of breeze, the shoal draft is a necessity to escape the cluttered anchorages of New England. It is most pleasant to wake up in a salt marsh many miles from the clinking halyards, noisy radios, and boozy shouts of the New York and Boston topsider set.

In the fall Tava'i is dismounted, trailered home, hulls put upside down on short 4 x 4's and covered with plastic. The remaining gear is stored in the top of the garage. Except for four men to help lift the hulls on andoff the trailer at waters edge, everything is done alone. No need to ask the cost because there is none.

Grant Masland
5303 Western Ave,
Omaha Nebraska. U.S.A.

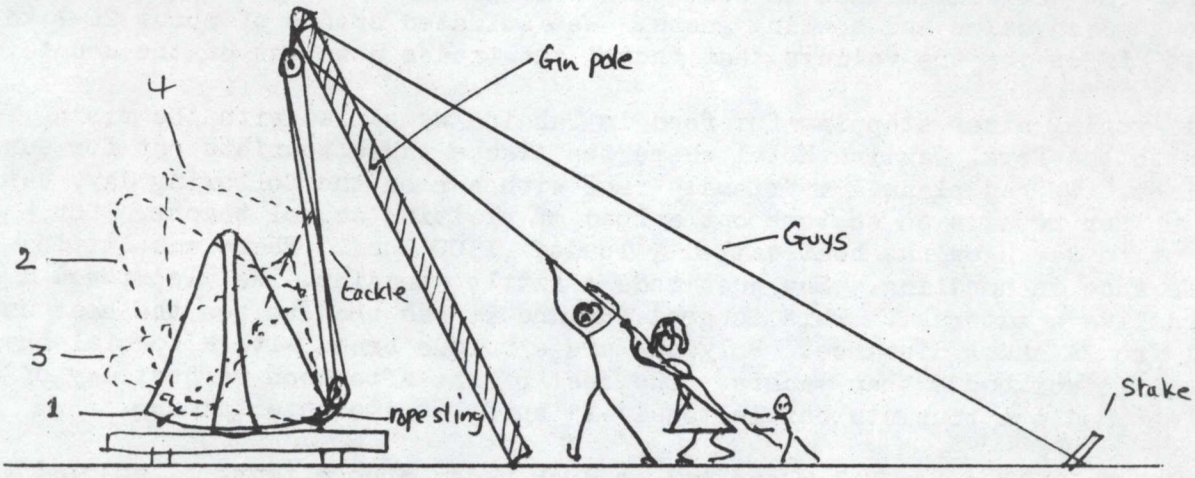
Before Ruth departed on a sailing voyage aboard Tehini, she asked me to include the following for P.C.A. members to read.

'How do we turn the boat over' Apart from suggesting to brew some beer and have a party with plenty of strong men, the following sketch shows how to do it with thesmaller boats. A gin pole of a length sufficient to allow the tackle to reach beyond the beam of the boat is needed. This is set up near the midship frame and a rope sling is rove around the boat in such a manner that it will not slip. The tackle is hooked to this line and to the gin pole. The pole is now guyed securely so that its top will remain stationary. Be sure that everything is secure The boat is then hoisted from position 1 to 2. In doing this it will be necessary for several men to lift on the low side of the sheer to help this point slide across the building base. Fromposition 2 the boat is moved to position 3 where the boat will reach its highest point on the tackle and the low sheer should be moved across the base until the hull is ateeter(whatever that means!) From here it is lowered to position 4 and from there it is on its plain duck soup.

WIND AND SAIL

Contd. Ruth all of a 'Ateeter'

Lower away until the keel touches the building base. This is all taken from an excellent book by S.S. Rable 'Boat Building in your own Backyard' Cornell Maritine Press New York.



Chris de Lance, of Paia, Hawaii wrote to tell us all about "Inshallah"

Inshallah is a Hawaiian TANE built on Maui and launched in April 1973. Inshallah is Arabic meaning - "If God Will" and that's kind of the whole philosphy behind the project.

My wife and I built the TANE in a little less than two years, with some help from our friends. We took our time with the boat and tried not to rush anything. She cost us about $1,900 and is a stout little ship. Topsides are ocean blue with red waterline. Bulwarks are medium blue, cabins sky blue with grey decks. Slats are of mahogany and eucalyptus with a black anodized aluminium mast and light blue sails. She's a fine sight moored out in front of our little beach house in the lee of Kuau Point on the North shore of Maui. We plan to sail the Tane inter-Island and possibly to the mainland, so a round Maui cruise seemed like the logical shakedown. Saturday morning dawned cold and grey with the wind already blowing and promise of rain on the horizon. We were determined and set out anyway under double-reefed main and working jib. After a couple of hours of steady slog to windward we were forced to reef the jib also. The swell was about 6' and heavy spray was leaking in around the hatch slides, which need weather stripping. It took us two days of hard beating to reach the N.E. corner of Maui. Small craft advisories were in effect the second day and conditions were pretty gnarly, but the little ship stood up to it. Tacking out of Hara Harbour on the third morning with small craft advisories still in effect was a bit hairy as ther e is little room for error. We backwinded the jib to insure positive tacking. After a short close reach around the windward corner of the Island we began a slow turn to the South. Double reefed main and working jib was soon reduced as we were piping a good 30 knot wind, with large greybeards frothing around. Swells were about 6'-10' and occasionally bigger and we surfed like mad for about 40 miles. Our main concern was diving into the trough at the bottom of a large swell, however, the boat showed no tendency to do this and the bows always lifted us just at the critical moment. Hats off to Jim! He really knows his stuff. Around noon thing s were really getting wild. One batten broke and we were starting to distrust the heavy curve in the mast. With the reduced main alone we still had too much sail up and were actually overtaking the swells. The wind must have been around 40 knots and we feared the loss of the stick. Fortunately we rounded a small headland and found a little shelter to douse the

WIND AND SAIL

Inshallah, of Paia

main and set the jib again. We were still surfing under working jib alone for about 15 minutes, until we hit a dead calm on the leeward side of the Island. That night w e anchored off a beautiful sandy beach and had lobster and fish cooked over the hibachi on deck. We were all thoroughly stoked on the little ship. The sacrifices made to build her were paid off in full. Next day saw us through dead calms and howling gusts. We estimated speeds of about 20 ? knots while off one of the valleys that funnel the trades down out of the mountains.

That evening after stopping for food in Tahaina we sailed with the rising full moon to the Royal Tahaina Hotel where the Aikane takes tourists out for sunset cruises. We had planned a friendly race with her on the following day, but she was up for repairs so we took out a load of visiting school teachers for a sail. We got to see h ow the boat sailed $\frac{3}{4}$ loaded (1500 lbs). There was little difference in handling. She just rode a little steadier. We also towed a surf-board like a waterski. This is good fun and it was neat to see the boat under sail from a short distance. Polycats are a unique breed with a special charm, more like workboats than yachts. The rest of the afternoon we just lay offshore and watched the tourists battle the 1'-2' surf. Quite entertaining.

At night we slept two below and two on deck under a boom tent. I enjoyed the most luxurious sleep Iv'e had in a long time up in the net. We wanted to procrastinate longer, but the report was for Kona winds which would turn our last beat round W. Maui into a run so we set off down the coast with the spinnaker set. The report turned out to be false and we hit head winds after entering Pailolo Channel. The winds were semi-light for Hawaii, 10-20 knots, so we had an easy time of it. We were escorted by four porpises and almost managed to touch one from the net. We also met some whales and got a very close look at them. After pulling into our mooring about 4.30 we said a prayer of praise and gratitude. It was truly a fine adventure and we plan to head for Molokai soon.

Aloha from Polycat country,
Chris and Debi De Lance.

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IT'S AN ILL WIND..... George Payne, Combe Martin, N.Devon ENGLAND

There are some days when nothing goes well. One moment of forgetfulness leads to a trivial incident which sets off a whole train of events, sometimes ending in disaster, or more rarely, leading to a discovery. We had such a day recently during the last but one race of the season, when having seemingly got everything fixed (the details are irrelevant!) and catching up with the other yachts ahead, the mainsail began to wrinkle from the head downwards because of the inadvertent triggering of the kind of quick release shackle known as a pelican hook. This left the end of the main halyard dangling 35ft up the mast, andit seemed a suitable time to retire from the race.

Helmsman and crew gathered near the centre of the deck for a conference, leaving Raka to her own devices. She seemed to be waiting for this moment, because she continued on a close-hauled course for another 25 minutes without a human hand on the helm. Having finished the beat we wore ship - our only means of going about - and set off on another long beat with the helm unattended. Now the position is this. Raka is designed as a bermudan cutter with a yankee jib on the forestay, a staysail 150 sq.ft. on the second forestay and a large mainsail. However, interference between the foresails results in us always sailing as a sloop, and furthermore, on this day our staysail was hanked on our foremost stay.

contd..... IT'S AN ILL WIND

Without the mainsail, therefore, we should have had powerful forces pushing us to leeward according to the usual cherished theory. Instead we had a case of perfect balance, with correcting forces coming into action immediately there was a tendency due to wind or wave to deviate from the close hauled course. Indeed, lounging on deck and watching the tiller moving uncannily we wondered whether any human helmsman could respond with such perfection. We have since repeated this performance with the same results under different wind conditions.

As this is fact and not fiction we cannot finish the story by saying that Raka steered herself to victory, but she certainly sailed remarkably well to windward with only one quarter of her designed canvas.

We shall never again lose an end of the main halyard, as both ends are now joined by a length of lighter rope, the tail end being hoisted aloft and avoiding that initial tangle on deck.

But the main lessons are still to be learnt, I think. Could this lead to a reappraisal of the design of rigs for Polycats? Have we found the answer to self-steering on long windward courses?

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Saw a good Seasick remedy the other day - Take a glass of glucose drink after every meal, make up muxture - 1 heaped dessertspoonful glucose powder dissolved in fruit juice - keep this treatment up regularly - start a week before going off on voyage.

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Anne and Martin Sexton of Honiara, Guadalcanal wrote in June 1973

HINA Tatahina

Our three weeks camping cruise through the Marovo lagoon was cut to two weeks cruise through the Roviana lagoon. We loaded Tatahina onto one of the trading boats which regularly runs between the islands. Dismantled, the two hulls fit tedcomfortably into the hold, and with a load of students from school returning to their villages for the vacation we made the two-day trip up to the Western District.

We made a base camp on a small island about two miles offshore and after a day on the island we sailed off up the lagoon. We visited Roviana Island very briefly; this was the centre of the Head Hunting and Cannibal Cult which dominated the entire area until a little more than a generation ago. The British Navy shelled the island in 1891 and although that didn't stop the Head hunting it did destroy all the associated artifacts and there is nothing left to see now. We started by sleeping ashore in leaf houses but on the second night Anne woke up to find that she was sharing her pillow with a large rat; after that we both slept on board the boat with our two boys, us on the deck under a deck tent and the boys in the hulls. We were all very comfortable. A friend, Dennis Pickering, who had come with us slept ashore and got nibbled by the rats.....

The water in the lagoon was a bit too shallow for comfort at low tide when the numerous coral reefs and sand banks hid just below the surface, and we ran aground several times. No serious damage was done and we managed to reach and see several villages along the lagoon. One, planted throughout with orange and lime trees, had a war canoe which had been built four or five years ago to the original design and with original materials and building methods. They are incredible boats. This one was about 40 feet long with a very high prow and stern. As far as I could gather the high prow and stern was not functional but mainly for ornament. They were decorated with large cowries and intricate inlaid mother of pearl shell

WIND AND SAIL

contd.... HINA Tatahina

These canoes made quite long ocean crossings - two or three hundred miles - ranging over the Solomons group. Each canoe carried between 30 and 40 warriors.

Our efforts at getting into another lagoon met with failure against the surrounding reefs. By the time we did finally discover the way through we were so fed up with continually running aground and near misses that we didn't bother! Instead we gave up the idea of looking for the cave full of sacrificial skulls which still survives from raiding days and contented ourselves with sailing in the vicinity of our island This came to and end two days before we were due to return to Honiara when the eyelet holding the peak of the sail to the sprit tore out and everything fell down!!

Other highlights of the trip were watching huge Manta rays swimming beneath the boat - rather unnerving at first as they were about the same size as us. Every morning we watched sharks herding up shoals of fish, fins cutting through water like greased lightening, and one morning a large mullet leaped onto the sand at Dennis' feet. A split second later a shark followed it and snapped it cleanly in half. Dennis grabbed the shark by the tail and tried to drag it up the beach, but the shark thrashed its way back into the sea. It was about three feet long. We ate what was left of the mullet together with a whole one which Anne found on the beach a few minutes later.

Well, good sailing on your winter voyage. We are not looking forward to getting back to the U.K. in the middle of winter..... Anne and Martin Sexton.

O O O O O O O O O O O O O O O O O O O O O O O O O O O

"We decided to launch Tangaroa in one complete unit! ..... says Kevin Halpin

One Friday in August the carrier and one man came with a trailer and backed it under the hulls putting steel beams across to take the weight. We helped them lower the hulls onto the beams as we were anxious about the proper padding of the keels. With some difficulty Tangaroa was moved out to the front street ready for Sunday morning.

As explained, we decided to launch Tangaroa in one complete unit. I still think it was a good idea, except for one fact: once anything is out of one's own hands, it is out of control.....

To make a long story short, the chief-carrier did not turn up on the launching morning, but a man of his, who did, was half drunk and the work was apparently to have been carried out by an assistant under the supervision of two police who were to control traffic. To our horror after we had been well started on the road, we found, the drivers had switched places and our drunken friend was driving. In spite of the two youthful police our boat was taken along the highway at speeds up to 50 miles per hour. When we finally approached the launching ramp, fortunately at a very much reduced speed, the drunken fool hit a post and threw the boat onto the ground. You can well imagine our feelings. The shock seemed to have sobered the driver to some extent. We took over from them and after inspecting the damage, which appeared mainly to be fibreglass off one keel, decided to put her into the water. We motored down the river for some miles to our mooring, it rained heavily too, of course, looking something like an etching from an illustrated edition of Mort d' Arthur.

Next day we had Tangaroa taken out of the water and put on a slipway, where she was examined by a marine surveyor and many dirthy handed shipyard employees. The surveyor said that due to the flexible design and the excellence of the construction the damage was so slight, that he found it hard to believe that the yacht had been thrown onto the roadway from a trailer. The main damage was a hands' area of fibreglass off the starboard keel, the stern netting beam split, tillers slightly cracked and numerous spots off the paint where ropes had rubbed and broken.

Kevin Halpin's story of Australian boat launch

Weeks later we have practically made good the damage. In Australia, unfortunately there is nothing legally we can do about the carrier. I would advise anyone, who in future proposes to do a similar job of launching, to hire equipment, gather his friends and do the job himself.

Once at our mooring our problems did not finish. We found we were moored over an old wreck, with about twelve inches clearance at low tide. Something of a shock but after the dropping episode quite a minor one. We had the mooring shifted by two very pleasant young men, handling a large Diesel driven barge. One tip that might be a help to people lying to an exposed mooring, where our yacht, at least, has a tendency to override the chain, is to fit a plank bow-sprit over the fore' ward netting beam and run the chain over a roller at the end of the plank, back to the bollard. If any members have any tips to pass on about the handling of a Tangaroa under sail, we would be most grateful to hear from you.

Kevin Halpin, 49 Earle St, Doonside 2767 Sydney.

SOUTH COAST TANE TO WINDWARD

At the end of every March for the last forty years there always seems to have been Easterly winds for days and days on end. What better time for Laa Mao Mao to transit from her winter lair at Whale Island, Portsmouth, to her 1973 Summer base close to Plymouth in the Yealm River? It seemed a good idea on 31st March and the fresh westerly winds forecast would clearly be short-lived.

A few days before, a gentle nudge by a few cheerful blue-jackets had sent her down the old rotten slipway and she was stored and rigged within an hour or so. The main burgee halliard was then found lying coiled up on deck. That problem was happily dispelled by just being able to reach the main truck from the overhang of a nearby floating dock.

Painting and anti-fouling seems a lot more rewarding in mid-summer so Michael(18) and I had a quick trial sail to prove a few minor modifications and admire the splendid hole in Ryde pier (where a ferry had recently hit it in fog) and we were ready to go.

On letting go the fore and aft mooring at 2115 good progress was made for about There was then a quarter of an hour's foul language in pitch darkness while the taut after mooring span was freed from between the lee rudder and skeg. A few more interesting minutes were spent in embarking the rubber dinghy from a pier on th e lee side of Portsmouth harbour entrance in a strong tideway and then Laa Mao Mao was hard on the wind, 130 miles to go. The first twenty were covered in little over three hours beating with a fair tide that slackened as we approached the Needles Channel at 0100. Hurst Castle made a good lee for six hours at anchor in warm bunks. Useful advice; choose more than two feet of water to anchor in on a falling tide if peaceful horizontal sleep is required. After cooking a comprehensive breakfast to give the wind time to change direction, which it didn't (just freshened a good force) and a well-reefed TANE was bucking the short steep seas of the Needles Channel. The Westerly stream had only just started; an hour or so later it would have been highly unpleasant. The hard beat was going well with Old H arry Rocks abeam by 1155 when the shipping forecast came up with a Westerly gale warning for the whole South Coast. April Fools' Day or not, Portland was twenty miles to windward, a hot lunch seemed most appealing so into Swanage we sailed with the last mile or so round Peveril Ledge on a screaming force six reach. The next thirty hours were spent at anchor some twenty five yards off a windward shore with spray flying onboard. As so often happens, a Polycat enthusiast was waiting on the beach so time soon passed. Smallest jib and mizzen with much reduced main took us on to Portland against the spring tidal stream in six very cold wet hours dead to windward on the Monday night. The Admiral's barge took us to his residence for hot baths, shaves and sumptuous break-

WIND AND SAIL contd. SOUTH COAST TANE TO WINDWARD

fasts, a N.N.W. wind was not to be wasted and we were soon enjoying a very broad reach down the Eastern side of Portland Bill to arrive fifty yards or so off the lighthouse just after slack water. This is an ideal time and place to round the Bill in even the worst weather as I well remember from M.T.B. days. By then, as you must have guessed, the wind had backed and we were just laying Dartmouth on the starboard tack for an hour or so before it backed West again. Still, it was good to watch the Royal Navy hard at work in the Lyme Bay exercise areas and after passing three Russian trawlers and two giant tankers at anchor Laa Mao Mao arrived off Babbacombe Beach some twelve miles N.E. of Dartmouth by which time the wind was S.W. and the tide foul again. Three more hours beating inside the Orestone, Torbay and the pinnacles to the S.W. of Berry Head brought us to the River Dart entrance just as the pubs shut. A distinct trim by the bow the next morning confirmed Michael's suspicions that the mooring chain was on the short side besides proving that the for'ard beam flexes well. After a stroll around the skipper's old school and hearing a thoroughly gloomy forecast of S.W. force 6-7 we decided to give it a try. Salcombe harbour was to be a fall-back haven if we couldn't quite make the Yealm. True wind was W.S.W. force six and there was some shelter in the corner of Start Bay for a while. However, off Prawle Point with the wind, by now gusting to a good force seven, against the tide things began to get fairly character-forming. This was basically because we were driving Laa Mao Mao hard into a steep confused sea where the Atlantic swells were out of phase and direction with the much shorter channel chop. Finally, after rising to it really splendidly for about an hour she fell off the front of a comber and took a short sea that was following too close behind. The lee bow surfaced quickly but minus some eight feet of outboard bulwarks. This seemed to have little effect on buoyancy or spray coming onboard so we pressed on with main sheet eased a few inches and the crew a few feet further aft.

Once round Bolt Head it was possible to ease sheets slightly on the port tack on a course of N.W. across Bigbury Bay. Even then we were headed for the last mile or so and only just fetched Gasa Point, which we passed some fifty yards up the Yealm River and a rather battered looking TANE ran none too gently onto the strand at Noss Mayo, just over four hours after leaving the Dart some thirty miles astern.

New bulwarks with larger scuppers were in place two days later secured by longer brass screws. We also found that both stem bolts had bent inwards and had enlarged their holes in the thick wooden posts. Larger washers and plenty of plastic padding should have cured that too. The new small jib of forty five square feet and a half-sized mizzen were just right for the conditions that were met on the three rough leggs of this distinctly close-hauled course. Going about in seas off the Prawle was no problem providing that the mizzen was hauled to windward on putting the helm over. Who says that POLYCATS won't go to windward.....?

In retrospect there is no doubt that our policy of stowing all heavy gear in bow and stern is fine for the Solent, but needs modifying if a TANE's rather low bows are always to lift in really heavy open sea conditions. This would also much reduce the danger of being pooped in a breaking following sea.

James Briggs.

TO REMIND ALL POLYNESIAN CATAMARAN ASSOCIATION MEMBERS

1974 subs are due January 1974

BOSUNS LOCKER

Don Ward tells us all about HANDSAWS - SELECTION AND SHARPENING

Of all woodworking tools, I would say that the handsaw is the most important and the most ill treated. Most people have a good idea how to keep a chisel or a plane sharp, but seem content to struggle through with the saw, cutting through nails and pushing it through binding timber, when a few minutes attention would have it whistling on it's way.

Here, for what it is worth, are the benefits of my experience as a carpenter/ joiner and ORO builder.

Selection First of all forget about the gimmicks. I mean the imported range of saws made from extremely hard steel. The manufacturers aim is to produce a saw that will never need sharpending. This may be okay for the fellow who uses it a couple of times a year, but for the would-be Slocum they are a waste of time. Inevitably the teeth must get blunt and you can wear out a file on each tooth trying to sharpen them. Re-setting is a nightmare, you end up with a lovely row of broken teeth! So make your choice a plain, ordinary, down-to-earth handsaw from a reputable established manufacturer.

Type You will need at least: 1 crosscut saw 24" -26" blade, 7 or 8 points to the inch for general cutting, and 1 panel saw 20" -22" blade, 10-12 points for finer cutting.

Files For sharpening you will need a triangular saw file either single or double ended. Saw files are designated by length and taper. For the cross-cut you need a 9" double-ended slim taper. For the panel saw, a 7" double ended slim taper. If you can only get single-ended files halve the length: 4½" for cross-cut, 3½" for panel. When you purchase your file make sure you get a handle with it. It makes life easier- pushing a file with a handle. If you are charged extra for the handle you are being done. File handles are supplied free, in the boxes with the files.

Do not throw your money away on cheap files. Nicholson, Stubbs, Bedford, Oburg, are all good brands. Generally, if a file is stamped "Made in Sheffield, England", it is safe.

Setting The set on the teeth is formed by bending alternate teeth in opposite directions by the same amount. Eclipse & Stanley make a saw-set resembling a pair of pliers which renders setting a simple operation, but like a lot of other things, it's not quite as simple as it looks.

Teeth must be set evenly on both sides of the blade, otherwise the saw will not run true. Too much set and the saw will 'cut rough'. Too little set and the saw will bind. Here is how I go about it:

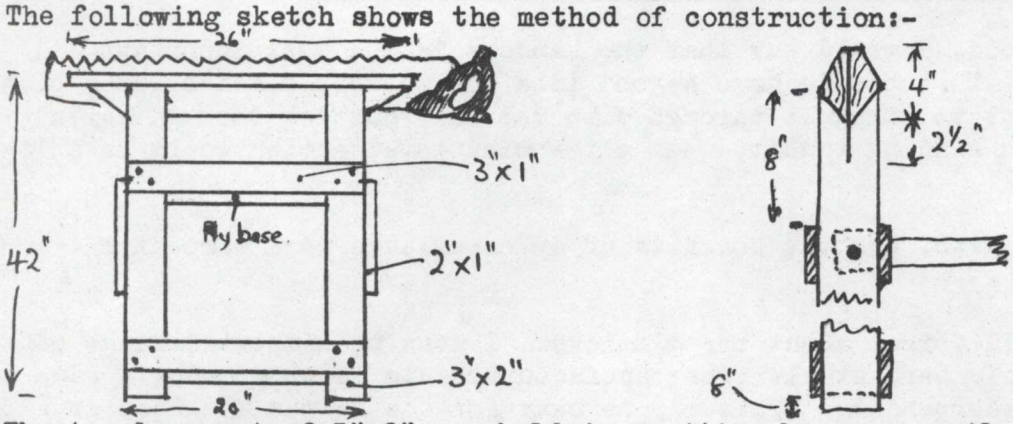
In the head of the saw-set is an anvil and plunger. Numbers are engraved on the anvil which is in the form of a wheel. These numbers refer to the number of teeth points to the inch. For cutting dry boat-building timber I always use one higher number on the set than the number of points per inch on the saw. In other words, for my 7 point cross-cut I use No. 8 on the saw-set anvil. When setting, work from the handle of the saw to the point, making sure that the tooth is squarely over the anvil and under the plunger. Squeeze tight. Work along every other tooth on one side, then turn the saw round and work from handle to point on the other side, setting the teeth you missex first time. Setting should be carried out before sharpening as it tends to dull the teeth points.

Saw Stocks These can be knocked up in a few minutes. They will hold your saw rigidly and make sharpening a comfortable operation.

BOSUNS LOCKER

contd. HANDSAWS - SELECTION AND SHARPENING

The following sketch shows the method of construction:-



The two legs out of 3"x2" are held in position by cross rails (3"x1") nailed or screwed to legs. The top of each leg is cut to a V shape to receive a pair of tapered jaws (4" x1"). The whole jaw need not be tapered, just the part that fits in the V. One leg is sawn vertically from the bottom of the V a further 2½" down the leg, to receive the wide end of the saw blade. One end of the jaws should be shaped to fit around the saw handle. A plywood bottom can be nailed under each pair of rails to form a tray for holding files etc.

Two arms out of 2"x1" can be fixed as shown. Fasten each arm with one screw and tighten just sufficiently to allow the arms to be moved with pressure, so that they will stay in a set position automatically. The saw is inserted between the jaws which are then tapped down lightly with a hammer to grip the blade firmly, leaving about 1" of blade above the top of the jaws.

Sharpening Grip the file handle with the index finger on top and pointing straight down the file. Retain this grip throughout the sharpending process. The file must be held level in relation to the upright position of the saw. The file must also sit squarely in the gullet of the teeth. If you can remember these two points you are half-way to sharpening correctly. Saws can be sharpened either with or against the set. In my time I have tried both methods and found that they give exactly the same result - but in sharpening the set the files last longer, so that is the method I use. Start from the point of the saw and work towards the handle. Place the file in the gullet against the leading edge of the tooth leaning away from you. Move the handle of the file round horizontally toward the handle of the saw until the file makes an angle of about 65 - 70° with the line of the saw blade. Push the file forward with an even steady stroke. Any pressure must be down - not sideways. Lift the file on the return stroke- never drag it in the gullet. Give one or two steady strokes of the file in each alternative gullet always file in the leading edge of the tooth leaning away from you.

When the filing is completed on one side, the saw and stocks are reversed and filing is repeated in the alternate gullets which were missed on the first filing, always file in the leading edge of the tooth leaning away and keeping the handle of the file pointing towards the saw handle at 65 - 70°. The correct tilt of the file in the gullet can only be found by experience - some craftsmen preferring more 'hook' than others. Give the file a decent tilt to get a good 'hook' or the saw will not bite. But, whatever you do, keep the same tilt, the same hook through out the filing. If the saw is in good condition it will only need a couple of rubs on each tooth. Take it easy and go easy with the file - if it is a good one it will take off more metal than may be immediately apparent.

After filing, side dress the saw with the edge of an oilstone. Lay the saw on a flat surface and keeping the edge of the oilstone flat on the blade of the saw, glide it backwards and forwards along the teeth a couple of times each side. This will remove any burr left by filing, give the saw teeth a razor sharp edge, and take up any irregularities in setting.

BOSONS LOCKER

again contd. HANDSAWS - SELECTION AND SHARPENING

The standard of your sharpening will be apparent after three or four attempts. By then, if you are slipping up on your filing, the saw will have big teeth on one side and midget on the other..... This means that some teeth are getting more pressure with the file or that the angle and tilt of the file is varying.

When the teeth of the saw are uneven, some teeth higher than others, the saw needs topping.

Get an 8" bastard mill-cut file, put the saw in the stocks, and run the file gently along the full length of the saw until every tooth has been touched - taking great care not to tip the file. The teeth will then have small - or large flats on them. Carry out sharpening as previously outlined and file the teeth until you remove half the flat top. When one side is finished reverse the saw and work along the other side filing out the remaining flat.

When the saw is in bad condition and topping is more than just a wipe across the tips, it may be necessary to shape the teeth. Carry out the topping then, placing the file well down into the gullets and at the correct tilt, file straight across, at right angles to the saw. If the teeth are ragged press the file against the high teeth and file until half the flat top is removed. Reverse the saw and work along the other side, filing at right angles again. Continue until all the teeth are filed to the correct shape and pitch and uniform in size. Then carry on with sharpening and side dressing. If the teeth are really bad, it may not be wise to try to get them right at one go. Work it out over several operations topping out the high teeth, resharpening, then leave until the next time, the saw needs attention. I hope all this does not make saw sharpening seem a long drawn-out process. With practice it is possible to set and sharpen a saw in 10 to 15 minutes - but it does need practice to get it weighed off properly.

Good luck and good boat-building. Don Ward

Ian Reid of Barbados West Indies wrote a long letter to us in June 1973

Part of this mentioned Nash Hy-Drive system..... "This looks the ideal drive system for a catamaran and R. Aldwinke mentions the same idea in the Winter 1972 Sailorman. I have been trying to get some information about the use of tractor components but without sucess so far. How about trying to get an article from an agricultural engineer who could discuss hydraulic pumps and motors (tractor surplus) revolutions, horsepowers etc. At the moment I am in favour of a Vokswagon engine as the power unit. They should be available second hand fairly economically, they are light and with proper exhaust quiet and vibration free. They have the big advantage of being aircooled. It would be easy to design the air intake so that it could be swung into the wind or out of the sea. The whole unit would be built into a pod which would be reasonably enclosed and water proof and bolted into the centre section. To remove, a dinghy of suitable size would be located under the centre section, the pod un-bolted and lowered into the dinghy, fairly simple in calm water. Starter battery, fuel tank, etc, would all be located in the pod, suitable insulation from fire hazard included and this would get away from the main problem of petrol units, fire. I had a Vire engine on the monohull I used to have. A rubber petrol line ran up to the cockpit and was connected to a regular outboard motor ta nk. When I stopped the engine I disconnected the hose and ran the engine dry. This reduced the fire hazard. I only had petrol in the carburettor when I was about to start the engine. Another point that may be of interest..... .. I modified my gear lever that came up through the middle of the cockpit floor. I replaced it with a socket flush with the floor grid and used a winch handle which I only dropped in place when I wished so that I did not have the gear

BOSUNS LOCKER

lever obstructing the cockpit all the time. A small starter battery would be located in the pod, charged by the regular generator. In addition another generator would charge separate batteries in each hull for supply of lights etc, The prop-strut would hinge up and down and would be located and adjusted in its operating position by cables. I would appreciate the name and address of the Nash Hy Drive system or even a write up in the Sailorman..... I hope to make a trip through the Grenadines in October in a charter boat and will collect as much information as possible and see if I can put together one or more articles....

Ian A. Reid

Whilst I remember it.... P.C.A. members attending at Richmond Community Centre for the A.G.M. will find quite a bit of correspondence, journals from Holland, and U.S.A from other multihull associations. This is left around to read, and make use of.

Mike Hardcastle of 5 Oakwood Close, Grendon Atherstone Warks CV9 ZBU also sent us details of the Slocum Society for those interested:-

THE SLOCUM SOCIETY

For the convenience of members
the Slocum Society now has a
Treasurer for the United Kingdom.
Existing and Prospective Members
should write to M.C.Hardcastle.

Infestation Controllers! Woodworm, Dry Rot, Wet Rot !

Have a look at the correspondence and leaflets on this subject if you are doubtful about the necessity to protect your wooden hulls.

R.E.Hart now living at Middlesboro, Teeside

recently had a quote from Stalbridge Boats Ltd, Stalbridge for Plywood hulls for a Tangaroa, if anyone is interested!

Two hulls built to gunwale level, decks not fitted	
Construction as per drawing in 9mm Ply B.S. 1088	£990.
To complete deck and cabin superstructure as to drg.	£600.
Tane 27	
Two hulls built to standard specification.	£720.
Superstructure and decks fitted	£500.
To complete interior and bridge deck	£340.
To complete craft rigged as per drawing, sails, cushions, cooking and toilet fac. Fully painted and finished.	£400

V.A.T. to be added to prices. Ex-Works September 1973

Graham Cox, the South African - now Australian has settled in Crows Nest N.S.W.

Is again at the boat building lark - he has finished both hulls of another TANE and is hoping to launch by Christmas 1973 - to achieve this he took on jobs hauling vegetable carts around the market at night, he also helped the other David Lewis (the Kiwi sailor) fit out his steel sloop, and then ended up as a paid hand on a luxury motor launch, cruising in the Tasman. You can't keep a good man down seems to be the moral of this story! .....

BOSUNS LOCKER

Pete Jezard - 77 West St, Normanby, Teeside, writes that he would be glad to hear from other P.C.A. members.... "send a stamped addressed cardboard cut out of Spike Milligan....." Also would like to meet someone wanting to sell their redundant NARAI or ORO plans.

When Pete wrote earlier in the year he gave hints on how to obtain good timber at reasonable prices! We think since then the world market of timber has put most of his ideas in dreamland, but you never know! Down here in Horsham nobody wanted to know when we approached the building sites.....

Pete says he generally seeks out the site foreman of a large building site, and tells him what he wants the old shuttering for and if in luck, for the price of a few beers gets him some douglas fir resin bonded ply, suitable for decks, flooring bunks, etc, once cleaned up and varnished it has quite a pleasing and mature finish...." Another source, especially for hardwoods is your local car-breakers yard. Tailboards of trucks, framework of removal vans, will provide some very tough stringers, keels, samson posts etc. But, be careful not to use this timber for anywhere you are liable to sit, for although this wood is very tough and resinous, it can give off some nasty splinters. Derelict buses are worth investigating, for they can yield a good crop of windows, interior lights, batteries and handrails. In the North East, they are pulling down houses wholesale. Again I asked the site foreman permission to brouse around, the result was enough 8' x 4' $\frac{1}{2}$" sheets of douglas fir to deck a 26' lifeboat: 9 sheets for £7.50. Up to now I've been talking about going to the demolition sites and extracting timber myself. But in some cases, especially on larg e sites, there are demolition firms who deal solely in used timber, in which case you pay slightly more, but are saved the filth and grime of such work by dealing direct with timber dealers.

One of my lifeboat conversions is ready for launching and selling to raise money for the "CAT". I would like to contact anyone who has made long trips with two small children mine are 7 and 5. Might as well be in Siberia as North East Yorkshire (grand place) though no one speaks the same language. Perhaps its me?

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INSURANCE Towry Law (General Insurance) Ltd, Capel House, 54/62 New Broad St, London E,C.2. were quoting for 7 months in commission for Polynesian Catamarans from £2.425% to £1.90 % for U.K. only for values from up to £1,500 to £6,000 respectively with excesses from £25 to£50. Write direct for full details.

It pays to shop around so also try St. Margarets Insurance Ltd, 153-155 High Street, Penge, London SE 20 7DL.

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George Payne wrote in June 1973 to say that it may be of interest to other RAKA builders, that a Dragon mainsail with a yankee jib gives a beautifully balanced sail plan.

Christopher Dawson of Edinburgh who hoped to complete his HINA "Dawn Treader" in June, found a source of Dragon sails. It seems that the top Dragon men in the Forth estuary discard sails after about half a dozen serious races.

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WHO NEEDS FOOD! Series No.4.

POISSON a La David Martin

1 lb Tuna or Bonito fish
cut into ½" strips
1 small onion finely chopped,
white vinegar.

marinate in the white vinegar
and onion for about half an hour.

ooooooooo

Mixed with coconut cream
(Mayonnaise is a fair substitute)

you then have a favourite and highly esteemed horsd'oeuvre.

Stirred Crab-Meat

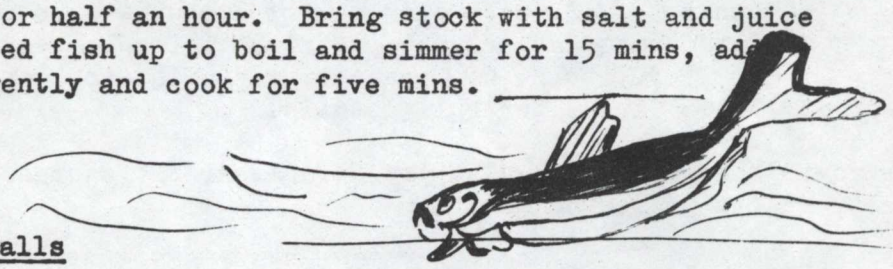
1 lb crab meat 1 cup water 2 tablespoons lard
½ teaspoon salt 2 tablespoons cornstarch thin slices of
fresh ginger 3 tablespoons sherry 2 spring onions
6 eggs.

Heat lard hot. Put crab meat and all seasonings in and stir for 2 mins. Mix starch in water, pour onto crab and stir another minute. Add eggs beaten with sherry and stir for 2 mins. Fold over and serve on warm dish.

Fish Slice Soup

1 lb f illet of flounder or haddock or bass type fish.
1½ pints stock, 1 teaspoon salt, one small sherry glass full of sherry.
1 tablespoon cornstarch 2 tablespoons soy sauce, 1 scallion or small onion.

Slice fish into 1" squares, by ½" thick. Mix with sherry, cornstarch, soy sauce. Cut onion into small pieces, marinate with fish for half an hour. Bring stock with salt and juice from marinated fish up to boil and simmer for 15 mins, add fish stir gently and cook for five mins.



Shrimp Balls

1 lb shrimps washed and dried.
½ teaspoon salt, good pinch of black pepper.
1 egg white beaten stiff.

Mix beaten egg white with shrimps (shrimps chopped into a fine paste) well seasoned. Heat pan of lard to very hot, drop a spoonful shrimp mixture into hot fat when golden brown remove and drain on absorbent paper. Serve hot, sprinkled with nutmeg and lemon juice.

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